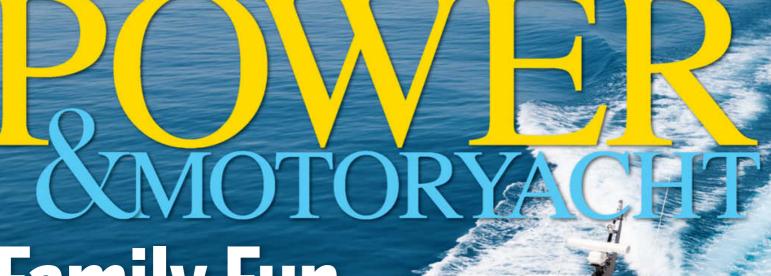
#### **THE READER ISSUE:**

EACH TIME WE GO OUT OUR KIDS SAY
'THIS IS THE BEST DAY EVER!' WE CAN'T ARGUE WITH THAT. —The Hayward Family



Family Fun
On board the
Sunseeker Predator 57

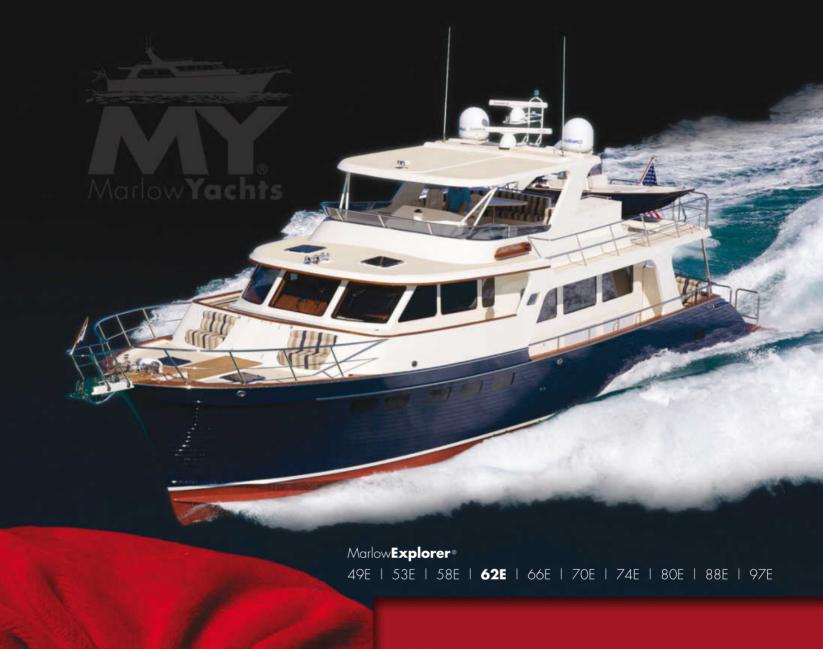
Our Mid-Sumi Boating Fest
Celebrate the Best of
July 12, 2015
Pix and Tips

GET THE BEST PAINT JOB LIGHT UP YOUR ENGINE ROOM

# Dreams of sugar plum fairies...

This is MY dream!





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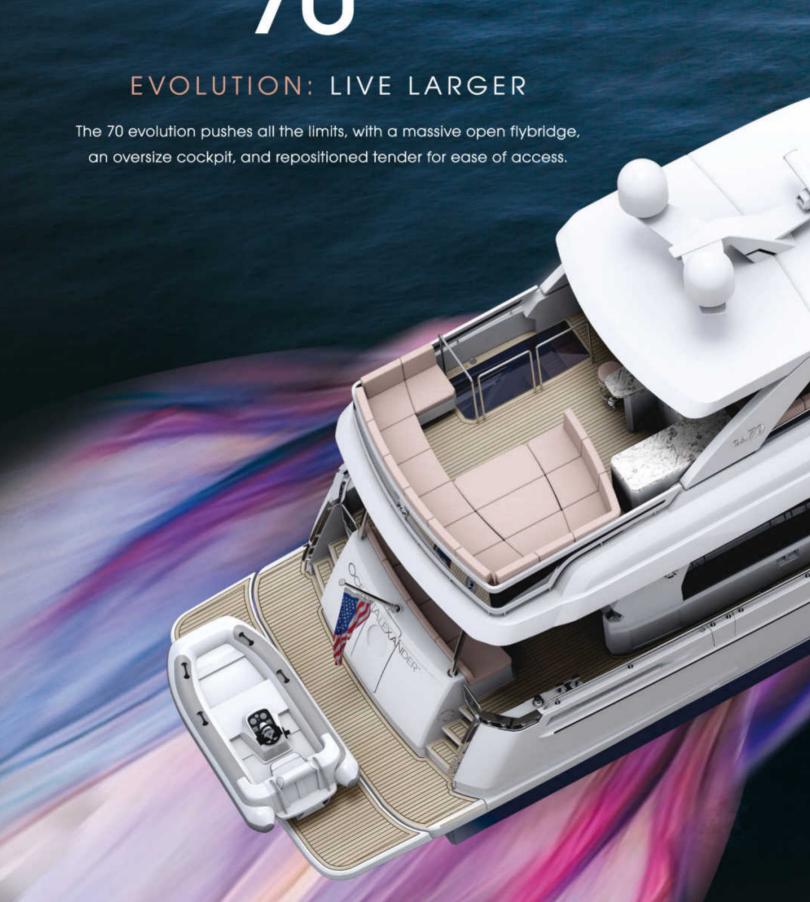
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# 70e





#### **Features**

#### July 12

#### SPECIAL SECTION: **Mid-Summer Boating Fest**

What did you do on July 12, 2015?

Turn to page 46 to see what your fellow Power & Motoryacht readers did with their glorious day on the water.

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- 26 Sportfishing: Here's why it's not called "catching." By Jason Y. Wood
- 48 Croatia's Dalmatian Coast is one of the sweetest cruising grounds the world has to offer. Here's what you need to know to do it in style. By Kevin Koenig
- 52 When a used Grand Banks 32 recently hit the market, it tested the limits of **Executive Editor Bill Pike's sanity.**

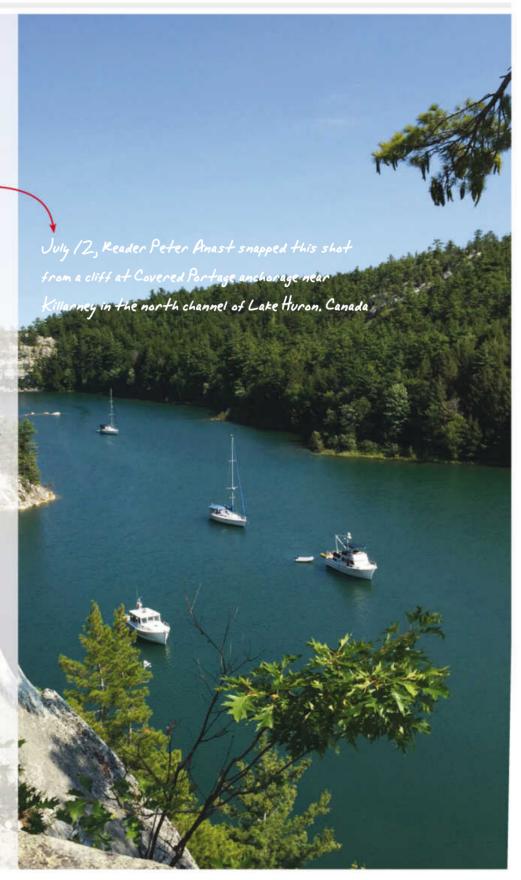
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# Digital

#### www.pmymag.com/DEC15

is where you can find this issue's online exclusives and digital extras, all in one place.

#### Online Exclusive:

PHOTOS: Warning—These images might result in a spontanous boat trip. View all of our Mid-Summer Boating Fest images here! VIDEO: Learn how a fresh coat of paint can breathe new life into an older boat.

PHOTOS: A particularly photogenic Hargrave 94 proves that some things—like style—really do get better with age.

VIDEO: Get fired up about the Sunseeker Predator 57 with a high-octane video.

Look forward to getting e-mail! Rhumbline is our daily e-newsletter, and it brings you updates on stories we're working on, the latest launches, and more links to digital-exclusive content, delivered straight to your inbox.

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## **LOGBOOK**

#### **Boatyard Rhythms**

eaving the idyllic village of Stonington, Maine, in our rearview mirror, driving down West Main Street past Allen Cove, my wife, Lindsay, spotted Billings Diesel and Marine beyond the driver's side window.

In an instant, I was like a dog with two tails. I had never visited Billings, but knew of the yard's reputation for being a salty, serious working yard. Now I could see the huge, shingled shed stretching across the cove beyond the morning fog. For me, a surprise discovery like this is akin to a four-year-old's virgin sighting of the Magic Kingdom. My eyes strayed from the winding road ahead of me.

"Do you want to stop, honey?" Lindsay asked, willing to interrupt our weekend B&B tour through Down East Maine to indulge my obsession for the sights and smells of the waterfront. She knew that it was nearly physically impossible for me to pass a boatyard without at least taking a peek—and certainly a shrine such as Billings could not be ignored.

Boatyards have a rhythm all their own that has pulsed through my veins since I was a young kid, left unaccompanied to explore the waterfront of Annapolis, Maryland, in my aluminum skiff. Today, my father would probably be locked up by child protection services for allowing a tenyear-old to get into a 12-foot boat by himself. (I'm glad he did and that he wasn't arrested.)

This early responsibility was a good lesson that has served me through my many subsequent boating adventures. The gas in the tank came from my paper route. My two hands applied the varnish on the mahogany seats after my father taught me the art of woodworking over the winter in our cold basement. I put on my PFD before leaving the slip on the Severn River and headed towards Annapolis, hugging the shore. As big as my little ship was to me, I knew she was tender and better suited for cat fishing the shallows.

And God forbid the boat was left untidy—my father would simply yank my boating use privileges. His sentencing was swift and without trial. The one time I decided to delay cleaning her up until the following morning, the key to the boat's padlock quietly disappeared from atop the fridge. When I realized this, I flew down the hill on my big five-speed Schwinn with cleaning supplies stuffed in my newspaper bag. I almost scrubbed the paint off that baby. Just as quietly as it had disappeared, the key returned the next morning. Lesson learned.

My favorite part of these little boat journeys was exploring the variety of boatyards on the Annapolis and Eastport waterfronts. I'm not sure if I was naïve, or if people were more laidback then—maybe both. I was unchallenged as I left my boat tugging at the bulkhead to walk the docks of Petrini's and investigate the yard. I'd poke around next door at Sarles Boatyard and walk into the covered shed to see what cool projects were happening. There was always a collection of wonderful classics in there—Elcos, Matthews, a Grebe—and proprietor Ben Sarles would take time to chat as I asked him about what they were working on.

Eventually, my Dad suggested I try to get a job at one of these yards since I was spending so much time on their docks anyway. So shortly after my 12th birthday, I started to clean bareboat charter boats. I admit, my cleaning efficiency may have been compromised as my mind wandered to offshore daydreams. The older professionals, who had loads of experience, took me under their wing, showed me how to hone my fix-it skills, and gently suggested that I speed things up a little.

This job lasted through high school, some college summers, and even into post-college weekends. The most intoxicating aspect of the boatyard was learning that behind the fences of these special places sat a collection of wonderful boats, as well as the interesting characters drawn to taking care of them. Sure, there were a few negative folks who bitched about everything from sunup to sundown. And of course, there were certain boats we wanted to avoid, the ones where no forethought had been given to after service while they were being built. When we got the short straw, we'd roll our eyes, knowing we were about to lose the skin on our knuckles just changing the oil.

Yet the life of a boatyard, the smell of bottom paint and barnacles, fresh varnish, and the wind in the rigging remain my siren's song. This is one reason that our mission each month at *Power & Motoryacht* is to bring boatyards and their projects to life in these pages. We may not be able to replicate the smells and sounds, but we hope you enjoy the virtual experience. I'll see you on the docks.

George Sass Jr. gsass@aimmedia.com



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### **INBOX**

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#### More Praise for Pretty Boats

I just wanted to say kudos on the October feature "Majestic Triumphs." There was hardly a single unattractive vessel in the bunch by any reasonable standard! The irony here is, in general, the boats featured are not representative of the average vessel designed today, which for the life of me I can't understand. As you are well aware most designs today will never pass the accurate benchmarks that Peter Boyce and Robert Ullberg lay down in the piece.

How refreshing to see a concentration of boats in *Power & Motoryacht* that most experienced captains would enjoy looking at both today, and in a few years. Well done!

—George Wilson Egg Harbor, Wisconsin

I have returned home from a long overseas trip finding the October issue of *Power & Motoryacht* welcoming me home. In short, I have found this issue absolutely delightful to read. The three cruising articles were terrific.

The article on the 25 prettiest boats, followed by the article on the Eastbay 49, should be a reminder to us all of just how important thoughtful design elements and proportions are. Notably absent in your selections are boats having crazy patchworks of windows set into hulls and arched hardtops three times larger than aesthetics mandate.

While there are some other boats that readers will argue should be included, you have made an excellent start. The comments from the Messieurs Boyce, Peters, Zurn, Setzer,

and Ullberg are spot on. Peters's remarks about proportion and Ullberg's observation that sometimes the beautiful yacht design is a function of one really good line (typically the sheer) that establishes the foundation of the boat's design element (that must be integrated) should be recognized by many of the designers of production yachts who wander in the design wilderness.

Again, thank you for your hard work and excellent magazine. I look forward to receiving the November issue.

—Dennis Michaud Via e-mail

#### A Rum Recommendation

I enjoyed your list of recommended waterfront bars (Waterfront, September issue) but you should've included the famous bar at Valentines Marina on Harbour Island in the Bahamas. They have great rum punches, conch fritters, grouper fingers, and a great staff. It's a must stop for anyone cruising in the area!

—Otto Busot Via e-mail

#### **Keep Cruising Your Kadey-Krogen**

I'm sorry for new Kadey-Krogen 55 owner Mrs. Eccleston's loss [of her husband, told in "Rite of Passage," September issue]. The story of that delivery and the boat was wonderful. I'm sure her husband would have wanted her to continue cruising and creating more happy memories.

—Mark Clapp Via e-mail

#### Pop Quiz

Readers enjoyed taking last month's quiz where they had to identify the boats from our list of 25 prettiest boats ever made story ("Majestic Triumphs," October 2015). Two readers were not pleased with their scores. Can you beat them? Test your knowledge at www.pmymag.com/oct15.

I have owned and admired boats for almost 50 years! I am ashamed I didn't score higher.

-Roger Lew

All these boats were beautiful; I'm disappointed in my memory and recognition. I'll have to keep practicing.

—John Heiman



#### **The Other Trump Debate**

Michael Peters's October Sightlines column about the possible return of a presidential yacht under (at press time) presidential candidate Donald Trump spurred a heated, umm, discussion about the value of such a yacht on our Web site. While much of the thread was not appropriate for print (curse like a sailor, indeed) here is some of the PG-13 rated discussion, which you can join at www.pmymag.com/dec15.

While I was young and not yet into boating when the previous presidential yacht was sold, I think having one would be useful. I wouldn't build a 600-plus-foot one, but a nice 100-footer or so would get a lot of use for presidential functions. I don't know if another classic like *Sequoia* could be obtained, but there are many great American-made options from which to choose.

-Mike Foley

Update the SS *United States* as the presidential yacht and put that in the Navy's inventory!

-Bob Hamilton

Nonsense!! All the yacht would do is show the world that the U.S. knows how to waste the taxpayer's money. If we need the use of a yacht then rent it.

—Capt. Eddie Wightman

Absolutely! We should have a presidential yacht. It could be paid for and kept up by donations and volunteers. A big classic Trumpy or Burger would be cool.

-Roy Push

I think we should have an Americanmade yacht that's maintained by Americans. The vessel should be no larger than needed and maybe not larger than 250 feet. It could be used for educational, charitable, and state functions, as well as by the President. □

-Bob Smith

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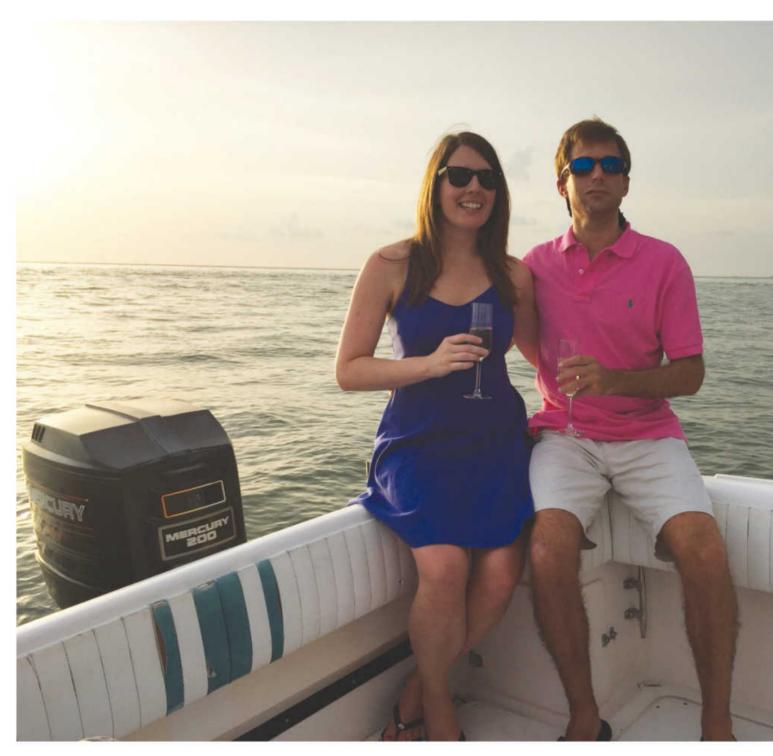
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(THE WHO, WHAT, WHEN, WHERE, AND HOW OF BOATING) BY DANIEL HARDING JR.





And the Winner Is... In a competition where there were no losers, Jennifer Covington got the grand prize and a memory that'll last a lifetime.

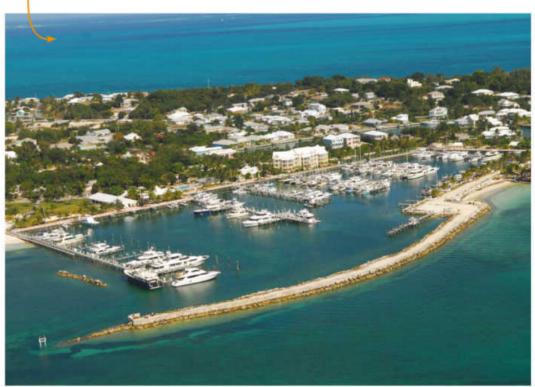
#### July 12, Anna Maria Island, Florida

hen we launched the Mid-Summer Boating Fest challenge back in April, we asked you to send us photos of yourselves enjoying time out on the water during July 12th. For reader Jennifer Covington of Tampa, Florida, her photo from that day also captures her alltime-favorite boating memory (so far, at least). Soft evening light glistened atop flat seas as her boyfriend's parents' center console made its way from Tampa Bay west to Anna Maria Island, Florida. It was there that her boyfriend Austin proposed. A celebration ensued complete with champagne and a sunset for the ages.

While this memory's tough to beat, Covington hopes it will be just one of many great ones to be made on the water.

"Boating will always play an important role in our life together," says Covington. "It's a way for us to relax and spend time together. Boating is being out on the water, where all your worries fade away."

We're going to get their memory making off on the right foot with a four-day, three-night trip to the Abaco Beach Resort. Have fun, guys! Abaco Beach Resort, 242-367-2158; www.abacobeachresort.com





#### **Uncharted Territory**

Ever think about skipping the crowds in the Caribbean and trying your hand at cruising, say, the Artic Circle? Thanks to a new line of SeaXplorer yachts-ranging from 213 to 328 feet—such a float plan is now feasible. Built by Damen shipyard in partnership with

Amels, EYOS Expedition, and Azure Yacht Design & Naval Architecture, each model features Damen's patented Sea Axe bow, which helps dispel rough seas but doesn't handle ice breaking well. That's why designers flipped-the-script on this yacht and created an ice-breaking

stern. That's right, it gets you where you want to go by driving in reverse. Besides ice-breaking capabilities the "mid-size" 295foot version above boasts room for a helicopter, four zodiacs, an expedition RHIB, two lifeboats, two submarines, and much more. www.damen.com



#### Big News for the Big Apple

A new marina located in Brooklyn—between piers four and five-aims to provide firstclass amenities to recreational boaters in a city with very limited real estate. Dubbed ONE°15 Marina Club, it is currently under construction and expected to open for business this spring, which will make it the city's first new marina in more than 20 years.

ONE°15 Marina Club will accomodate boats from 16 to 250 feet and offer sailboat and kayak rentals providing residents and tourists alike with the opportunity to access the water. A yacht club facility and a sailing school are also being offered, but the best perk will likely be the view of the Manhattan skyline.

www.one15brooklynmarina.com

#### A Million Thanks

Billboards flashed as selfie-snapping tourists brought Manhattan's Times Square to a metaphorical—and literal—standstill. But just a few feet away was an event that generated just as much excitement (albeit with more calm and order) — the annual Coast Guard Foundation fundraiser at the Marriott Marquis Hotel.

There entrepreneurs and myriad members of the boating industry gathered to support the nonprofit, which provides support to past and present members of the Coast Guard and their families.

The event raised more than \$1 million, \$250,000 of which will go to scholarships for children of Coast Guard families. The remainder will go to one of many other initiatives, such as building rec centers for Coast Guard families and providing emergency relief for the families of those who perish in the line of duty.  $\Box$ 

www.coastguardfoundation.org



#### Must 'Sea' Movie

The Boat Builder tells the story of an old salt named Abner (played by Christopher Lloyd, known best for his role as Jim from Taxi) who lives in Maine and is a curmudgeon in every sense of the word; the only thing that really brings him joy is building and tinkering with a sailboat in his yard (hey, it's not a stereotype if it's true).

That all changes when a young orphan named Rick wanders onto his property while hiding from bullies. The unlikeliest of friendships is formed and they both end up changing the other for the better.

A salty feel-good story? Sign us up.



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#### BY KEVIN KOENIG

## NEW BOATS

#### **Benetti Vivace 125**

KOENIG'S FIRST TAKE: This is my kind of yacht. I love the use of outdoor space. There's just so much room for fun in the sun.

his 125 from Benetti is named Iron Man and as such she has some pretty "super" things in store. (Sorry, I had to do it.) That may be a bad joke, but it's good intel. The Vivace is the first of five Class Fast Displacement vachts that Benetti is in the process of building. Thanks to her "D2P" hullform and Rolls-Roycedesigned Azipull 65C pods she can perform ably at both displacement and planing speeds. That translates into efficient fuel-burn numbers at slower speeds, but it also means that the boat will have a top hop of 24 knots. That speed is in part due to the yacht's light weight, which is made possible by large amounts of carbon fiber in her superstructure.

Another notable feature about the Vivace is her exterior space. There are four outdoor areas devoted to enjoying the marine environment. Perhaps the most tantalizing of these is a skydeck that has an enormous custom divan aft as well as a small swimming pool. By owner demand, there's also a helm up there—which leads me to believe maybe this guy drives his own 125-foot boat? Impressive if so. Another sweet space is the beach area, which features its own bar, so you could whip up a Sex on the Beach, and then ... Ah forget it. One terrible joke per article is one terrible joke too many. Besides, this yacht is no laughing matter.

Benetti Yachts, 954-687-9436; www.benettiyachts.com



Go to this link www.pmy mag.com/dec15 to sign up for Rhumbline, our daily e-newsletter, and get reviews of the latest new boats sent directly to your inbox.



► BENETTI VIVACE 125 ► VIKING 80 EB ► HATTERAS 70

LOA: 125'0"
BEAM: 27'8"
DRAFT: 6'9"
DISPL.: 400,000 lb.
FUEL CAP.: 6,604 gal.
WATER CAP.: 1,056 gal.
STD. POWER: 2/2,600-hp
MTU 16V 2000M94s
CRUISE SPEED: 18 knots
TOP SPEED: 25 knots
BASE PRICE: Upon request

#### NEW BOATS



KOENIG'S FIRST TAKE: This boat is particularly slick even by Viking standards. To my eye the profile of the enclosed flying bridge looks a little like a person in the midst of literally getting her hair blown back. By design, I'm sure.

he Viking 80 EB is, if anything, a boat that was born to run. Her hull was created precisely to chew up waves and spit them out. A sharp entry tapers out to 12.5 degrees of deadrise at the transom, while the boat's beam carries well aft, aiding in her balance, volume, and lift. This design helps her get up to speed quickly and easily, while also allowing her to slice through nasty slop. Four molded running strakes help her hull with

maneuverability and tracking. Meanwhile a high forward chine combines with 9 feet of freeboard at the bow to swat down any waves that dare try to douse her as she runs. The boat's hull is resin-infused with foam and balsa coringweight savers that help her twin 2,635-horsepower MTU V16 M96Ls propel her out to (and back from) the fishing grounds at impressive speeds. She easily cruises at 34 knots, but can also top out at over 40 if need be, Viking says.

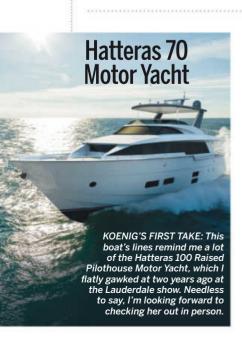
On board, creature comforts abound, starting with her eponymous enclosed bridge, which acts not only as a command center, but as a secondary saloon. Down below, a full-beam master with an island king is the highlight of the five staterooms.

As for fishing amenities, look no further than the boat's 217-square-foot cockpit, which has a transom door, fishbox, livewell, ice chest, and a chill box for drinks. Yes, it appears there's something for everyone aboard

the Viking 80 EB, even for—you guessed it—tramps like us.

Viking Yachts, 609-296-6000; www.vikingyachts.com

LOA: 80'6"
BEAM: 21'4"
DRAFT: 5'7"
DISPL.: 150,000 lb.
FUEL: 2,600 gal.
WATER: 424 gal.
STD. POWER: 2/1,600-hp
Caterpillar C32As
OPTIONAL POWER: 2/2,635-hp
MTU Series 2000 V16 M96Ls
CRUISE SPEED: 34 knots
TOP SPEED: 41 knots



mong Hatteras's primary concerns when it created the 70 Motor Yacht was interior volume and livability. To that end, the company really went all out. With four staterooms, the 70 can easily accommodate eight guests, nine if you incorporate the optional Pullman berth. And that's not even including a generous crew's quarters that will keep your captain and a mate feeling comfortable and appreciated.

Customizability was also high on Hatteras's priority list with this boat. Owners will have the choice of bringing in their own interior design consultant, or working directly with Hatteras's in-house designer Cullen Moser, to pick out various stones, woods, wallcoverings, and more. It's enough to keep anyone with an eye for style occupied for quite some time.

Of course, true to the Hatteras tradition, the 70 Motor Yacht is also rather seaworthy. A resin-infused hull helps to cut weight while retaining strength. And it's also V-shaped with tunnels, which helps reduce the draft—always an important consideration, particularly if you plan on cruising the Bahamas or the west coast of Florida. Furthermore, the hull is both painted

and gelcoated, which helps when it comes to making cosmetic repairs. And that will help keep your boat out of the yard, and out on the water. Right where she belongs. □

BASE PRICE: \$6.152.000

Hatteras Yachts, 252-633-3101; www.hatterasyachts.com

LOA: 74'6"
BEAM: 21'0"
DRAFT: 4'6"
DISPL.: 145,000 lbs.
FUEL CAP.: 2,000 gal.
WATER CAP.: 300 gal.
STD. POWER: 2/1,600-hp
Caterpillar C32As
CRUISE SPEED: 22 knots
TOP SPEED: 30 knots
BASE PRICE: \$4,986,000

"You Saw It Here First"

NEW BOATS

# Notebook

SENIOR EDITOR KEVIN KOENIG keeps you up to date on the very latest designs and builds that will be sliding down the ways someday soon

#### Princess 49 DEBUT DATE: FALL 2016



PRINCESS keeps on keeping on with this new 49. "This one falls in between our current 43 and our 52 in the flybridge range," says company marketing honcho James Nobel. "This boat is the first flybridge model that will be built by us with IPS too. Layout-wise it will be similar to the 52 Flybridge, a boat that's sold well. That means she'll have an aft galley, an amidships full-beam master, and two other staterooms."

Judging from the info we know about this build, she should fall right in line with market demands and make for another hit for Princess. 877-846-9874; www.princessyachts.com

#### Kadey-Krogen 70





adey-Krogen has something a bit different on its boards these days—something big. Literally. The company, which is known for building sturdy, long-range passagemakers between about 39 and 59 feet, is working on two new boats that will pack a lot more punch. There's currently a 68 expedition-style boat in the works, as well as a 70 pilothouse, which I spoke to Kadey-Krogen vice president and partner Larry Polster about.

Polster says the idea for the 70 came about after speaking to a current customer who wanted to go bigger. Just how big, was one of the questions the compa-



Polster is using his accumulated knowledge and expertise to push Kadey-Krogen into the market for larger, long-range cruisers. It's an exciting proposition.

ny initially wrestled with. "We didn't want to size out of the owner-operator range, because once you're over 75 feet you're going to start to need a little help," he says. "Some companies try to be everything to everybody, but we're not that."

The boat will be notable for the tri-level living concept the pilothouse allows her to have. "Our boats are a home away from home for people," Polster says, "so we incorporate a lot of household things in our boats. The stairs, the appliances in the galley, it's all stuff you'd find in a house. Plus, the pilothouse allows us a lot of flexibility on the accommodations level. The master can be amidships, or you can put it forward and have more cabins for more people."

The boat—which will have a pair of 266-horsepower John Deere 6068AFM85s doesn't have a solidified buyer yet, so there's no launch date set. But when she does see herself to fruition she'll be an exciting venture for Kadey-Krogen, as well as for her owner, who will be able to say he went big, while feeling right at home. □ 800-247-1230; www.kadeykrogen.com



#### BY CAPT. RICHARD THIEL

### POWER&PROPULSION

#### **Bright Idea**

IT'S EASY AND INEXPENSIVE TO IMPROVE YOUR ENGINE ROOM AND EMERGENCY LIGHTING.

kay, I'll admit up front that engine-room lighting isn't the most exciting topic you'll find in this issue. In fact you probably give little thought to yours except when you need to go below to find something or perform some maintenance. But before you turn the page, allow me to make the case that this is a topic worth considering.

Even if you are confident that your engine-room lighting is sufficient, there are two areas you ought to think about. The first is upgrading your existing system. Now you're probably asking why you should be thinking about doing that if your current lighting scheme is fine. The reason is that it

could be better, and not just in terms of producing more light.

I've just finished helping a chum change the perfectly serviceable fluorescent lights in his Bertram 46 to an LED system. I was a bit dubious of the project at the start, but after seeing the results I'm a big believer in the practicality of this upgrade. For a relatively modest expense and a weekend's worth of labor, he has truly transformed his mechanical spaces. (He also installed LED lighting in his lazarette.)

I noticed the improvement even before he switched on the lights. The new LED fixtures are much sleeker and compact than the old fixtures. Each of the two 9-watt units we mounted above each engine contains four LEDs with an output (according to the manufacturer) equivalent to a 55-watt halogen, or about 1,600 lumens. I haven't been able to locate a reliable figure for the lumen output of the 4-foot, two-bulb fluorescent fixtures he replaced, but I can tell you that my impression is that the space is significantly brighter.

This is probably for two reasons. One, as most of you are no doubt aware, is that LED lighting feels closer in color to natural light—it's basically whiter—than the light produced by fluorescents in a standard fixture. The overall effect of this, at least judging from this installation, is a brighter overall space. The other reason, and one that's particularly important in an engine room, is that a fluorescent bulb produces light in all directions, which the enclosure must then reflect, focus, and direct. LED bulbs are inherently directional: In this case each light is aimed in a single 90-degree beam, right at my friend's engines, so none of the output is wasted.

Moreover, because my friend's new LED fixtures are significantly smaller than the fluorescents they replaced—they measure only about  $5\frac{1}{4}$  by  $2\frac{3}{4}$  inches—it was easy to position them for maximum im-



you're probably asking why you should be Let there be (LED) light: A well-lit engine room can thinking about doing that if your current help you spot potential issues (read: oil leaks).

pact. That's another reason why there's little wasted light. At about three-quarters of an inch thick this LED fixture is also less likely to be in the way while someone is working on the engines, and since LEDs are entirely solid state they're inherently vapor-proof and safe for an engine-room environment. Add to this the facts that an LED uses less energy and produces less heat (its housing also acts as a heat sink), and that its life is as much as double that of a comparable fluorescent bulb, and you have pretty compelling reasons to consider a retrofit. Best of all, they're also relatively affordable. My friend paid about \$100 for each of his four fixtures, and installed each one in about 30 minutes.

The second area in which to reconsider your engine-room lighting is how it will perform—or more likely not perform—in an emergency. Do you have a plan if your boat should suddenly lose electrical power and your engine room is thrust into total darkness? You say you have a pretty good flashlight? Sorry, that won't do.

No need to go overboard here but you do need to have a high-intensity light source that you store outside of the engine room (otherwise how are you going to find it in the dark?), which can provide both a wide beam for general reconnoitering and a tightly focused beam for specific work. Obviously there are lots of possibilities here, but one you might consider is a flashlight that you can keep charged by plugging into a standard 120-volt. That outlet should be located somewhere on the main deck or higher where you'll be able to reach it easily and quickly in the dark.

So you've got the right flashlight to take into the engine room, but what do you do when you've found the problem and you need both hands free to work on it? The answer is a headlamp of which there are many kinds. Even the cheaper LED units do a good job, but my favorite is the Rescue RHL-4 Focusing Headlamp from Phoebus Tactical (\$48; www.phoebustactical.com). It puts out 225 lumens on high beam (there's also a low beam that saves on battery life), and you can easily adjust the focus from five to 40 degrees by simply pulling on the lamp. You can also adjust the aim vertically. Believe me, once you have a top-quality headlamp, you'll find you're using it anytime you're doing repairs or maintenance. It's the ultimate task lamp. Just don't forget to keep fresh batteries on board, as some of these things can go through their AAA battery packs in as little as three hours.  $\square$ 

THIS IS WHAT

# THE COMPETITION





#### July 12, Ruden Island, Germany

Cruiser Richard Bost of course celebrated our Mid-Summer Boating Fest, and in style. He cruised to the small island off Germany's coast with a group of other cruisers bound for Poland.

BY DANIEL HARDING JR.

## **ELECTRONICS**

#### The Principal and the Crossing Guard

A FORMER EDUCATOR USED CAREFUL PLANNING TO FIND A HELM SETUP WITHIN HIS BUDGET FOR A TRANSATLANTIC CRUISE TO THE BALTICS AND BEYOND ON HIS KADEY-KROGEN 42.



Richard Bost dreamed of cruising far and wide; careful electronics planning lets him do that safely.

In life, most people fall into two categories. On one side you have dreamers, those who spend decades wondering what it would be like to sail off into the sunset. Then there are the doers, those that leave excuses on the dock and seek out their next adventure. Richard Bost falls smack dab in the center of life's Venn diagram. For decades he devoured magazines and books about long-distance cruising, waiting for his chance to chase the sunset.

Those dreams sustained him as he toiled and saved, working as a meteorologist, then a teacher and principal in a rough-and-tumble school in the Bronx. After dealing with what he calls, "year after year of the same recurring issues," he decided it was time to go to sea. But he wasn't looking to do the standard Caribbean voyage. No, Bost's sights were set on Northern Europe.

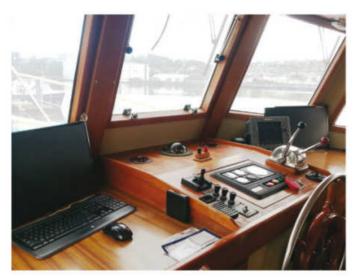
It took him seven years of searching for the right boat, one that would allow him to live aboard and handle large seas in comfort; he ultimately chose a 1980 Kadey-Krogen 42. After a couple years of coastal cruising, Bost was ready to head for Europe. His helm was not.

A voracious reader and thorough researcher, he knew early that his budget wouldn't allow him to purchase the latest multifunction displays used by many of his fellow Kadey-Krogen owners.

"I made the decision to go with a dedicated computer system with a a solid-state drive that ran almost all the boat's

electronics. This would allow me to use Coastal Explorer for my charts, which had great reviews and ratings and it would integrate my AIS and other electronics into the one navigation program," Bost says. "I got my computer from Island Time PC in Florida, who custom-built a machine for me. Then I got 24-inch Samsung LCD monitors that would run on 12-volt DC; they've been wonderful. My computer is 12-volt DC, too. I wanted to migrate everything I could to a 12-volt system."

To further mitigate costs, Bost installed the computer monitors into the helm himself, something in which he takes considerable pride—and rightfully so. "I was in 20-plus-foot seas at one point



In order to avoid distractions and information overload while cruising, Bost opted for a minimalist setup, leaving plenty of space for paper charts.

and they didn't move around inside the helm at all."

Another reason for choosing Coastal Explorer was that it accepts C-MAP charts from Jeppesen, which Bost claims were the most affordable way to get worldwide coverage. "I got charts of all of Western Europe for \$200. Other providers might only give you Ireland for \$200 or England for \$200."

Borst achieved redundancy via a Navionics app on his tablet. Besides verifying that what he was seeing on C-MAP was correct, he found the brighter colors employed by Navionics to be especially helpful as fatigue and sleep deprivation took their toll during his ocean crossing.

Bost realized that he would need more than charts to cross the Atlantic in comfort, so he purchased and registered an EPIRB from ACR Electronics and invested in a Digital Yacht AIS transponder. He thought, briefly, about just getting the receiver to save some money but hindsight proved that the transceiver was worth its weight in gold on his ocean crossing.

"The number-one thing I think people should have is a transceiver," he says. "The fact is that most people who only get a receiver to save money really get a false sense of security because the bigger issue isn't you seeing another boat, it's another boat seeing you and not running you down."

Bost went on to explain that prior to his cruise to Europe, during overnight shifts when he only had a receiver he felt as if most boats he came across were on a collision course with him. After installing a transceiver he noticed, "I wasn't always the one who had to change course anymore; nearly every vessel I came across said 'I'd rather not mess with this little boat,' and their course changed before they got within 5 miles of me." Of course, having AIS is no excuse for negligent navigating; Bost (like all boaters should) was always prepared to yield to the larger vessels he encountered.

This became especially important after Bost reached the Azores, which is where his wife—his only crew member—hopped on a plane for home in order to return to work. On subsequent night shifts he knew his AIS would pick up nearby ships and alert them to his presence. It continued to be useful while cruising off the coast of Ireland, because the European Union requires all fishing and commercial vessels to be equipped with AIS. "When I got to Ireland and started

to talk to the fisherman there, they almost all agreed that the transceiver had changed their lives for the better too," he says.

Another piece of equipment that gave Bost the boost of confidence needed to make the crossing from the Azores to Ireland solo was his 2006 Raymarine radar. It wasn't just because his radar was reliable that gave him peace of mind, but because he was intimately familiar with that system thanks to persistent practice.

"I'm a big believer, and maybe this is because of my weather background, but to understand your instruments you have to use them all the time. So, whenever my engines turn on, my radar goes on," says Bost. "When the weather is perfect and I can see everything, I want to see how things show up on my radar. This way when it's foggy or nighttime I'll have a sense of, 'Oh that's a wave, and that's a small boat."

This practice also allowed him to fine-tune his radar alarm to his particular liking. During a calm start to his crossing he ran with his alarm on and it was giving off nearly ten false alarms a day. He made the conscious decision that every time he spotted a ship he would turn the gain way down until the disturbance disappeared and all that was left was the ship. This practice paid off; during the much rougher passage from the Azores he only had only one false alarm.

While radar and AIS gave him peace of mind, it was his handheld DeLorme InReach SE that Bost says saved his sanity. Forgoing onboard satellite communications, again to cut costs, it was the InReach that kept him in touch with the real world, and only at a time of his choosing. After spending decades preparing for this trip Bost didn't want to spoil his time at sea by talking to those he purposely left back on land. "When everything goes to hell I don't want people calling me to ask if I'm OK. I'd rather lick my wounds in privacy like a cat," says Bost laughing. "If we really needed advice on something I had the \$60 unlimited texting plan so we could connect with a few people."

Among those people were meteorologist friends that would send him the lat/lon of high- and low-pressure systems and the system's pressure. From there he could draw a map and know what was coming his way. He also signed up for OCENS SpotCAST on his InReach. That system sends a prewritten text with your position to a service that returns a basic forecast with wind, wave, and precipitation predictions.

At the time of this writing, Bost has returned to Ireland—where he'll leave *Dauntless* for the winter—after cruising the Baltics. This near-arctic adventure would be enough to satisfy most people's wanderlust, but not so for Bost. His saloon bookshelf and nightstand are filled with dog-eared books with pictures of the South Pacific on the covers. "Who knows, maybe I'll teach English to kids in Korea when I get there," says Bost with a casual and sincere emphasis on the word *when*. One thing is certain, with enough planning and the right electronics, nothing will keep this dreamer from becoming a doer.  $\square$ 

#### Sky's the Limit

We asked Bost a pointed question: If money were no object, what piece of electronics gear would you spring for?

After a long, uncharacteristic pause, Bost replied: "I don't mean to sound egotistical but I think what I have now works for me. I mean, a year ago I definitely would have added full satellite-communications capability, but the middle of the ocean can be a peaceful place without e-mail. I guess I'd get new radar. Though mine is reliable, I'd probably replace my nine-year-old model with a high-definition version.

RESOURCES www.c-map.jeppesen.com www.delorme.com www.digitalyacht.co.uk www.islandtimepc.com www.raymarine.com www.samsung.com www.acrartex.com

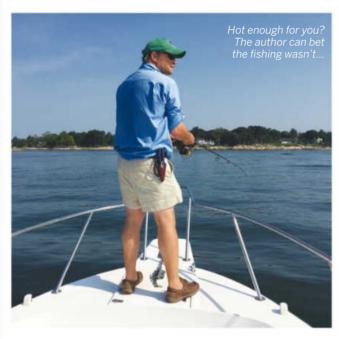


BY JASON Y. WOOD
July 12, Long Island Sound

# SPORTFISHING

#### **Fish or Cut Bait**

A BAD DAY FISHING IS BETTER THAN ... WELL PRETTY MUCH ANYTHING BUT A GOOD DAY FISHING.



ay that again," I said, turning away from the task at hand to look at my fishing partner, Max. I don't know exactly when my demeanor that morning became that of a gunfighter in a Hollywood western, but in hindsight that's just where my mind had sunk at that point. The sun rising into the sky certainly improved my squint, even as it eroded my resolve.

"I said, 'At least we didn't get skunked," Max said, the emphasis on the last word once again setting my teeth on edge.

"I don't know if this counts," I retorted, swinging the bowed spinning rod tip over the side to boat a foul-hooked bunker. There were rafts of them—simply thousands, really—pushing up into the film of the water's surface, lazily giving away their every location—they were everywhere. And not one of them was scared by any kind of predator, least of all us.

It was July 12th, a hot Sunday morning on Long Island Sound, and the best fishing probably was over anywhere from three to nine hours prior, based on the tide and the rise and set of the moon—if you believe in such things.

Problem is, I do. I believe in anything and everything that will help me catch some fish, more fish, bigger fish, more fish than you, more fish than the guys in that other boat, more than I did last time I was out. And that delves into the deep science of when the bunker get too big and when the alewives run and how warm the water is and what color are the grass shrimp this year and why? And yet, I ignore it all sometimes.

Because my angling touchstones also veer into the ridiculous. And I know that it is ridiculous too, but still I work really hard at not crossing the line with the supernatural as well—hey, you never know. Yes, I'm superstitious. There's a lot we still don't know. So if I were to see a rabbit on the way to fishing, well, I'll still go, but at least I'll know why I didn't catch anything. My neighborhood is overrun with rabbits. And it doesn't help if you run them over after seeing them either. (Full disclosure: I don't know about the running-over part based on personal experience. I would never do such a thing. So please don't e-mail me about it.)

Everyone fixates on bananas, too. And I don't rule them out of the equation, but that wasn't the problem on this day. It was fairly easy to track the outing's trajectory from the minute we hit on the idea of fishing. Or should I say, I hit on it. Max seems to have a preternatural sense about these things and he had no intention of fishing when I reached out to him with that first text. Here's the exchange:

Me: How's Indefatigable? [that's his boat, a Whaler walkaround he rescued from a boatyard and with which he has summarily fallen out of love. Hey, it happens.]

Max: Haaa. She's for sale.

Me: Yeah, she running? [I get right to it, don't I?]

Max: Yes. Still needs pump. [Max is being kind here. One half of his pair of two-stroke Johnson outboards has, shall we say, its head in the clouds. Of pungent blue smoke.]

Me: You thinking of fishing at all today?

Max: Doubt it: Should I call if I do?

So needless to say, I prevailed upon him (I'm a very convincing texter) and against Max's better judgment we set out. It was against my better judgment too, but that just sounds like more hindsight as I write it. Sometimes it's just an itch that needs a scratch.

Fishing is a problem, but it's a pretty good one to have: Sure it can cost a lot and takes up a lot of time, but it can be fulfilling

and somewhat wholesome. Not like that heroin you read about so much these days. But I hear people can kick their heroin habit. Never hear about that happening with fishing.

And so there we were, the whole of Long Island Sound stretching before us, the greasy-smooth surface undulating with a gentle swell. Like I am wont to do, I jointed up my flyrod, knowing I had neither the right fly, nor the right line rigged, nor anywhere to stow it. It's the eternal optimism that keeps you coming back.

So we put some big WildEye Storm Shads on a couple of Max's light spinning rods and took some casts here and there. Then we

#### Five Ways to Be Fishy When They Aren't Biting

- **1. LOOK AT YOUR RIGGING.** Replace leaders, and get that proper line spooled up so you're ready for the bite next time.
- 2. TAKE INVENTORY. What lures and terminal gear are you missing? Miserable to have that one lure/rig/fly that's working get lost or ruined and it was your only one.
- **3. WORK ON THE BOAT.** My dad taught me long ago that machinery that is well cared for runs when you need it. And regardless of whether it's in your head or not, it's also good for your soul.
- **4. SWING BY THE BAIT SHOP.** Those guys are tremendous sources of information—the good ones are at least—and your 5 a.m. trips don't always leave a lot of time for small talk. Go when you have some time, you may be surprised what you learn.
- **5. READ ANGLERS JOURNAL.** Helping us understand the why of fishing, and doing it with some of the best writing and photography around, is what this magazine is all about. Order your subscription at www.pmymag.com/anglersjournal.

cut into the mouth of a cove and drifted, and that's where I foul-hooked that bunker. We were casting close around the bait schools in hopes that big bass or bluefish were harassing them from below. But those bunker were so ... chill, there's simply no other word for it. I've never seen something so near the bottom of the food chain so plainly happy and blissed-out.

We tried a couple more spots. And the sun beat down harder as it rose higher in the sky. I even lashed away uselessly with my 9-weight for a while, putting Max and me and anything within a 40-foot radius in danger of being hooked. Except of course, a striped bass. All for naught. It was Max that broke the spell, or was it a curse?

"Well, I gotta be back by 11," he said, seemingly trying to convince himself as well as me. When I thought about it, I also needed to get back, or stop, or do something else.

And as we parted ways in the parking lot, I said, "Thanks, Max. Let's get out again."

"Yeah we should."

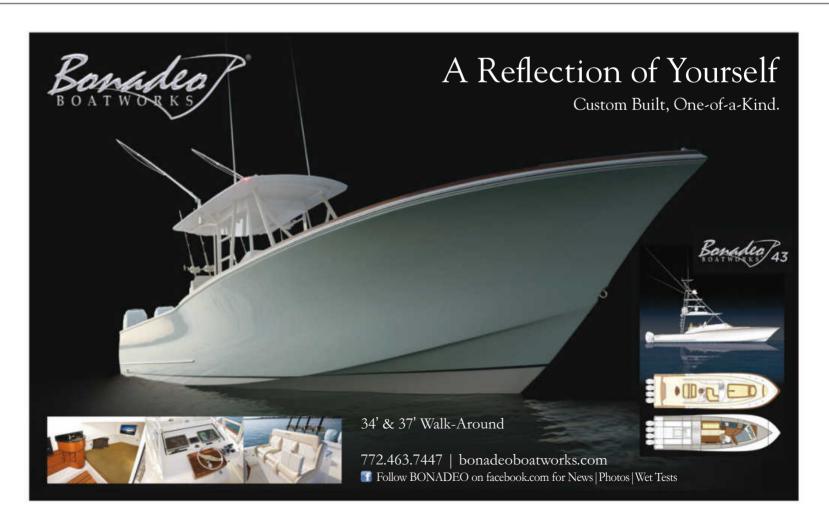
The next text I got from him was to talk pricing on selling *Indefatigable*. And the one after, a few days later, was him telling me she sold.

Me: That didn't take long ...
Max: Nope, guy up in Fall River ...
Me: What are you getting next?

Max: I don't know I saw one of these... [and he pasted in a link.]

Me: Looks cool. Can't wait to get out again.

And the eternal optimism lives on.  $\Box$ 







#### BY MICHAEL PETERS

## SIGHTLINES

#### **Science Projects**

PROVING TECHNOLOGY OR SOLVING PROBLEMS?

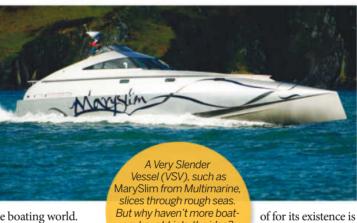
was so eager to prove my revolutionary idea for a stepped hull that I dropped out of college at the end of my third year. Instead of completing my degree, I took a job with a local sailboat builder, and began building my 19-foot stepped prototype in my spare time. The boat proved amazing in rough water and much more efficient than a deep-V, and I became obsessed with my invention. I was convinced my

new technology would change the boating world.

I was awarded U.S. and foreign patents for my invention, and went about trying to find someone to put it into production. I contacted everyone possible in the boat industry, and was introduced to a group of boating executives at the 1978 Ft. Lauderdale boat show as "the best-known boat designer in America, who has never designed a boat for anyone." Quite a humbling introduction for a 25-year-old, but that made me realize I might be better off shelving my invention before I got the reputation as a one-idea industry quack. Was I ahead of my time or had I simply solved a problem owned by that no one else cared about?

So, I completely understand the syndrome of falling in love with one's own technology. The brilliant Dean Kamen teased the world with promises of the most revolutionary invention of all time, and unveiled the *Segway*: Advanced gyro-technology put to use in a most incredible way ... he solved walking! The deal was, no one else thought walking was a problem in the first place. The Segway is the poster child for technology looking for a problem to solve and missing the mark.

The boating industry is full of what I call "science projects." That is, the development of boats with a narrow focus on the technology, with no eye towards any practical use. What is most amazing about these projects is often the sheer scale and cost of them and the years of commitment necessary to see them trough to fruition. Otherwise sane people keep plugging away with their blinders on, unable to see the commercial ineptitude of their inventions, because they are so in love with their technology.



Sitting on my desk is a press announcement for the Glider SS18. From what I can tell, she seats five people in a cockpit pod suspended high above its slender 59-foot catamaran hulls. No doubt this thing takes very little power and provides a very smooth ride, but otherwise it looks totally useless. What do you do with it? How do you get in or out of it? Where do you dock it? The only explanation I can think

of for its existence is that it is British! The Brits seem to lead the way in wacky boat technology.

The VSV, or Very Slender Vessel, is the brainchild of a British sailboat designer. The very first VSV was built for a yachtsman that lived on the Isle of Man. Ac-

cording to reports, he would commute to the mainland wearing a full wetsuit and goggles, because it could submerge itself through big waves at high speed, soaking everyone on board to the bone. It seems no one was alarmed by this and the inventor managed to sell his design to several navies around the world. The one owned by the U.S. Navy carries her crew in an enclosed chamber with aft facing seats to help absorb the impact as it submerges under each wave. It is known within the Navy as the "coffin" or "barf chamber." It has been decommissioned.

My office has had its share of clients with "science projects." We have considered projects ranging from amphibious catamarans to surface-planing submersibles, which flunk any test of reasonableness simply from the standpoint of cost alone. Technology can be hypnotic, making the possible appear reasonable, even when it obviously has no practical outcome. For me, if technology takes on freakish proportions or yields no cargo or accommodation space, and has no perceivable use, I take a pass.

I learned my lesson a long time ago that if you don't keep your eye on solving a real problem, then no future exists for an invention. We are all guilty of gawking at these freak shows we see coming out of boat design, but I'm not too impressed by technology being paraded around for nothing more than its own sake.

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# July 12, South Bimini EXPOSURE

25° 43'N 79° 16'W Photograph by Domingo Salermo





LOA: 59'10"
BEAM: 15'5"
DRAFT: 4'3"
DISPL.: 61,509 lb. (half load)
FUEL: 581 gal.
WATER: 158 gal.
TEST POWER: 2/900-hp Volvo Penta
D13 900 diesels
OPTIONAL POWER: 2/800-hp
Volvo Penta D13 800 diesels;
2/685-hp Volvo Penta IPS 950s
TRANSMISSIONS: ZF 335A,
1.96:1 ratio
PROPELLERS: 2/29 x 38.5
5-blade Nibral
GENERATOR: Onan, 11-kW
WARRANTY: 1 year whole vessel; 5
years for hull, superstructure, and
gelcoat blistering; engines and
components covered by manufacturer.
BASE PRICE: \$1,418,250 (not
including tax and delivery)
PRICE AS TESTED: \$1,607,593 (not
including tax and delivery)





# Drive, She Said

THE SUNSEEKER PREDATOR 57 SPEAKS IN MANY WAYS TO GUEST COMFORT, AN OWNER'S PRIDE, AND A HELMSMAN'S EXHILARATION. YOU'LL KNOW IT WHEN YOU HEAR IT. BY ALAN HARPER

I first visited Poole on a blustery November evening more than 30 years ago. I was on board a twin-diesel, aft-cabin 36-footer, doing a course—Day Skipper, I believe it was, which, if I remember correctly, actually took five days and involved a bit of hairy night pilotage. Having secured to the heavily piled concrete quay to our instructor's satisfaction, we ventured ashore to find the pubs full of boisterous Royal Marines.

We had to shout to make ourselves heard, but after five or six pints, and some sort of meat pie, we'd probably have been shouting anyway, and it was several hours later that we emerged to find that the wind had strengthened and swung round to the south, and our boat was pounding herself against the wall, rearing up and snatching against her lines on the choppy water. We had to move her, fast, and—with a nonchalance that gives me the shivers now—I leapt onto the foredeck while the others clambered down the ladder, the instructor gunned the engines and we roared across to the flat side of the harbor. We slept well. It was only in the morning that I wondered what I had been thinking: One slip and I'd have been in that water, probably for good. Of course I hadn't been thinking at all.

Thankfully my trips to Poole are not always like that. In fact in midsummer on a warm and balmy July day, Poole can be positively idyllic, and taking a brand-new Sunseeker out on a test straight from the harborfront shipyard just makes everything better. The new Predator 57 sounds kind of scary but she's a pussycat really, and she caused quite a stir on her unveiling at the London Boat Show last January, with her combination of sleek looks, potent performance, and bright, voluminous interior. Our test boat was the 13th off the line—not a bad build rate. It's based on the established Manhattan 55 hull, and between the two models Sunseeker reckons on building just over 40 a year.

The Predator comes with three Volvo Penta power options, including twin 10.8-liter 685-horsepower engines with IPS drives, but our test boat had the big 900-horsepower D13s with shafts, which, according to Sunseeker, has so far proved the most popular choice for the 57. Using the same hull for both flybridge and open models isn't always a successful strategy: Plenty of boatbuilders have caught a cold trying to double up and save on design and development costs, only to find that subtle differences in center of gravity or weight distribution can lead to all sorts of compromises in trim, handling, and even performance.

If Sunseeker encountered any such issues with its new Predator, I certainly didn't notice. A Sunseeker carries with it certain expecta-



Numerous social spaces let family and friends share moments aboard that won't soon be forgotten—and no one need be left out.



Get a better look at all aspects of the Sunseeker Predator 57 @ www.pmymag.com/dec15





Imagine peals of laughter as your friends enjoy cool evening breezes afloat, and the Predator 57 transforms your idea of a modern beach cottage.

tions, dimly associated with some of the company's earliest designs, which had their genesis on the drawing board of Don Shead, one of the most successful raceboat designers of his day. That day was a long time ago, when the narrow-beam deep-V was king of the race-course, and if you could shoehorn a bed and a galley into whatever space remained, great: You had a cruiser. Nowadays, when naval architects have to start with the bed and the galley and somehow find a way of wrapping a portly, broad-girthed hull around them (I might be exaggerating a little), Sunseeker still remembers those glory days, and its design department still prides itself on producing driver's boats, which accelerate, and turn, and heel.

So the Predator 57 might have a moderate deadrise and the sort of generous beam that any modern cruiser has to have, but she handles well. Taking the wheel is a lot of fun. The big 900s produce so much torque that the hull feels perfectly poised from the high teens all the way up to 35 knots, and you can choose to cruise at pretty much any speed in between. The hull trims well up at transitional speeds, but it's easily controlled by the tabs. Throttle response is excellent, and the boat responds willingly to the lightest helm input. Driver's boat? You bet.

Those 13-liter Volvos might be key to the Predator's appeal, but they do take up a lot of space. With a tender garage good for a 10foot 6-inch jet-powered Williams RIB, plus a crew cabin, there's not a lot of room left over in the stern for anything else. It's pretty tight down there. You can tell by the way that the water heater is bolted to the deckhead, over the starboard engine. There's nowhere else to put it.

Elsewhere on board, however, light and space are allowed to dominate. The cockpit bulkhead is an elegant glass structure of just two pieces that disappears downwards between the cockpit and saloon sofas. This opens up the main deck from transom to helm, on a single level, instantly making the 57 feel like a larger boat. The sunroof is huge and glazed with three tinted panels. Big side windows on both the main deck and down below also show off the hull's beam.

It's a three-cabin boat with 6-foot 5-inch headroom down below, an impressive master suite amidships and a well-appointed VIP in the bows. The third cabin is definitely just for sleeping in, with its limited floor space and twin bunk berths, but it does leave space for an attractive lower dinette on the starboard side, across from the galley, which makes a comfortable and secluded breakfast spot for two to three people. There's a TV on the bulkhead opposite. If you ask nicely Sunseeker will fit a telescopic table mount down here, which allows the dinette to convert into a short kids' berth. Another option is to fit this area out as an en suite for the third





Sunseeker knows how boaters will use its boats, and the finish makes the most of the experience, be it at the helm (top), in the midships master (above) or beneath a wide expanse of blue sky at speed (above right).

cabin, while a couple of owners have opted for extra stowage, and space for a washing machine and wine cooler.

The finish on our test boat was a satin-varnished American walnut, with teak flooring on the main deck. Various other veneers are also available. Smart silver-lacquered locker fronts mark out the galley, which has numerous practical stowage spaces and basks in an abundance of daylight from the windshield overhead.

Up in the saloon the forward seating area and the excellent, ergonomic two-seat helm station combine to make a single sociable space. From here, everyone can enjoy the buzz. And the 57 really is a blast to be aboard, especially underway. The coastline outside Poole Harbour is famous for its white cliffs and chalk stacks, and for its clear, turquoise-tinted water. On a day like ours, with its gentle breeze and warm sunshine, there are few places prettier to take out a boat. It was perfect.

Whenever I'm down that way, though, I can't help remembering that mad, dark, windswept night more than 30 years ago. Cruising along the town's waterfront, my eyes always seek out the spot where we moored, just across from the Lord Nelson. Poole has changed more than most places in the last 30 years, but the pub is still there. And thankfully, so am I.  $\square$ 

Sunseeker Yachts, +44 (0)1202 381111; www.sunseeker.com





| RPM  | KNOTS | GPH  | RANGE | dB(A) |
|------|-------|------|-------|-------|
| 600  | 6.1   | 2.6  | 1,227 | 56    |
| 1000 | 9.5   | 11.1 | 448   | 61    |
| 1250 | 11.3  | 20.1 | 294   | 64    |
| 1500 | 15.3  | 32.8 | 244   | 70    |
| 1750 | 20.5  | 47.5 | 226   | 71    |
| 2000 | 27.2  | 59.2 | 240   | 73    |
| 2250 | 32.3  | 75.6 | 223   | 76    |
| 2380 | 35.0  | 84.0 | 218   | 76    |

**TEST CONDITIONS:** Air temperature 70°F; humidity 92%; seas: 1'; load: 267 gal. fuel, 124 gal. water, 6 persons, safety gear only. Speeds are two-way averages measured w/ Simrad GPS display. GPH taken via Volvo Penta display. Range is 90% of advertised fuel capacity. Sound levels measured at the helm in dB(A). 65 dB(A) is the level of normal conversation.

NOTEWORTHY OPTIONS: "USA" package: high-spec a/c; Glendinning Cablemaster; stern thruster; electric grill and ice maker with water purifier in cockpit; electric cockpit canopy; LED side-deck and underwater lights; bow cushions with backrests; freshwater deck wash. Approximate total: \$158,339.





It wasn't long ago that the idea of a triple-engine installation conjured up images of exotic hardware and space-age engineering, built with just one objective in mind—to squeeze in as much horsepower as possible. High-performance boats with jet drives, surface propellers, even gas turbines—we've all seen them, or read about them, and marvelled at their complexity. And then wondered who on earth buys them.

Times are changing. Just as we can all remember when a midrange flying-bridge cruiser was about 40 feet long with six berths and a painfully small third cabin, we can accept that in motor boating the competitive core of today's market is now represented by such sleek craft as the new Pearl 65. And the Pearl is unusual in being fitted, in standard form, and for perfectly sensible and practical reasons, with three engines on pod drives.

As everyone knows, pods allow the engines to be fitted farther aft, releasing plenty of space in the hull for accommodation. Three small marine diesels also take up less hull length, and tend to use less fuel for a given horsepower than two bigger ones. The initial expense is slightly lower than an equivalent twin-engine installation, according to Pearl, and even the servicing costs of three versus two are more or less on par.

Pearl is a minnow compared to its main competitors. A small but high-quality British outfit, it knows it has to offer a genuine alternative. The fiberglass work is contracted out to Taiwan, and the moldings are shipped over for fit-out and completion in England. Like its bigger sister, the Pearl 75 introduced four years ago, the company's new 65 has a high-concept interior, and cutting-edge European styling and naval architecture from the experienced British design studio of Bill Dixon. And if its customers don't feel quite as bold as the shipyard when it comes to innovation in engineering, they can choose two 900-horsepower Volvo Penta diesels, on either IPS drives or conventional shafts, instead of the standard three 600-horsepower Cummins on Zeus pod drives. Nevertheless, Pearl is quietly confident that the manifest benefits of the triple installation will make it the most popular choice.

The interior is from the studio of Kelly Hoppen, a highly regarded, UK-based South African designer who describes her style as "a subtly coordinated fusion of East and West: stripped back, uncomplicated neutrality, blended with charming warmth and sanctuarial opulence." Quite possibly: The 65's decor certainly seems calm and balanced, with a faintly Asian scheme notable for its absence of color. This is no bad thing. It's cool and restful. After all, when you've got the sea, the sun, and the scenery outside, you can hardly argue that life aboard needs brightening up.

A main-deck layout featuring an aft galley leading out into the cockpit works well, lending extra privacy to the raised, midships saloon seating area. The long overhang both shades the cockpit and adds useful bridge space, where there is enough seating and sunlounges for everyone on board, and a well-placed and sociable central helm station. The lower-deck layout is straightforward and efficient, and Dixon has not fallen into the trap of trying to cram too much in: He's got a big, beamy hull to work with and he has

Interior designer Kelly Hoppen helps this Pearl feel like home, and the master is no exception (top). The helm (opposite) will get a lot of attention.



filled it, mostly, with big, generous spaces. The 65 might have four cabins, but making one of them a modest twin-bunk affair—occupying a space on the port side that can be an office area—confers great benefits on the other three. For the same reason, there are only three heads, but none of them seems second best.

The third cabin has excellent headroom and full-size beds, while sizeable windows and a clear hatch overhead help make a bright and inviting space out of the forward suite, where headroom is an even more expansive 6 feet 7 inches and both the head and bed are a good size. So it probably won't be until your VIPs venture aft that they'll realize they've been a little short-changed, because the owner's suite is properly luxurious, spanning the hull's full beam amidships, with geometrical arrays of hull windows and a clever use of reflective surfaces to make the cabin appear even bigger.

The benefits in hull volume that come from mounting three relatively short engines well aft are perhaps best displayed in the 65's



excellent single-berth crew cabin, which sits between the master and the engine room and looks surprisingly comfortable. Access is down an easy companionway beneath a hinged molding on the starboard side of the cockpit.

Meanwhile, the design of the yacht, with a hydraulic aft tender platform fitted as standard instead of a tender garage, ensures that the machinery space is not as cramped as you might imagine. With three six-cylinder engines and a 13-kilowatt generator down there it's not exactly roomy, but it's still a lot more accessible than some of the other engine rooms I have seen.

Out on the water off Palma, Mallorca, on a warm, late fall day, the 65 performed and handled like a thoroughbred. Acceleration was smooth and urgent, and the yacht topped out at 30.5 knots, with a comfortable range of cruising speeds, planing as low as 14 knots. The triple installation didn't feel at all quirky or unusual—it just felt right. There is plenty of torque available where it's needed, and



#### See more images of the Pearl 65 @pmymag.com/dec15



Despite having an ample accommodation for a captain, we have a feeling new owners will prefer to drive, especially with joystick maneuverability.

the steering was light and positive, inducing just the right amount of heel in hard turns.

Unwilling to pass up the opportunity, I couldn't resist a little experimentation. From a standing start, with the center engine switched off, the 65 managed to climb onto plane and recorded a maximum speed at full throttle of 22 knots, in spite of the massive drag of the dead pod drive. Fuel consumption was around 63 gallons per hour. The boat was less happy with one of the outer engines taken out, but she still got up onto the plane and managed a maximum of 18 knots, while full speed with the center engine alone was 12 knots. Back in the harbor, Cummins' excellent Smart-Craft joystick control proved intuitive and user-friendly, which was just as well: Our berth was tight, and bounded on one side by a hard-looking concrete wall. It was a breeze.

As our lines snaked ashore and the engines were shut down—all three of them—it was clear that this latest member of the small Pearl family fulfills the shipyard's objective. She's a genuine alternative—there is nothing else out there quite like her. And although Pearl Motor Yachts is a niche builder, neither on board nor underway does the 65 feel at all like a niche product. In fact, if anything, she has the air of a trailblazer. She performs and handles as well as you'd expect of any well-made, modern flying-bridge cruising yacht, and in terms of style, quality, and especially space, her interior surrenders nothing to the big yacht builders.

And the only question regarding that radical, triple-engine installation is why more of Pearl's mainstream competitors don't offer anything similar. Give them time: They probably will. □

Atlantic Yacht & Ship, 954-921-1500; www.pearlyachts.com



TEST CONDITIONS: Air temperature: 77°F; sea temperature: 75°F; humidity: 71%; seas: 1'; wind: 4-7 knots; load: 185 gal. fuel, 238 gal. water, 9 persons, 250 lb. gear. Speeds are two-way averages measured w/ Garmin GPS display. GPH taken via Cummins display. Range is based on 90% of advertised fuel capacity. Sound levels measured at the lower helm in dB(A). 65 dB(A) is the level of normal conversation.

NOTEWORTHY OPTIONS: Seakeeper gyro stabilizer, \$101,250; hydraulic bimini, \$18,500; teak flying bridge and side decking, \$22,950; vinyl hull wrap, \$14,750 (Prices are approximate).

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### **Perfecting the Sunset Shot**

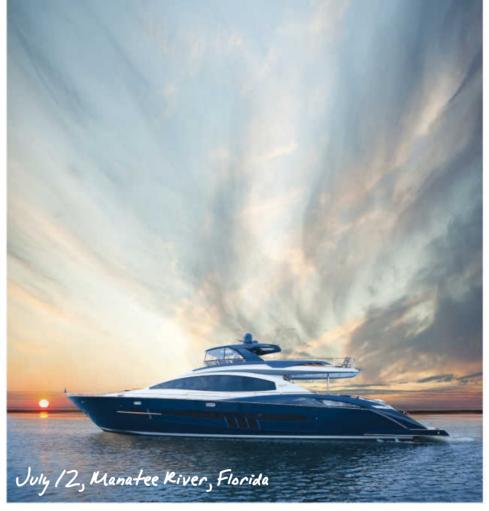
o cruising long enough and you'll come to the realization that sunsets are just prettier from a boat. Perhaps it has to do with how the oranges, pinks, and yellows are reflected—magnified—off the water. Whatever the reason, it's hard to not snap a few pictures and send them off to your landlubber friends. Here are a few tips to ensure your pictures achieve maximum jealousy:

- ♦ DON'T PLACE THE HORIZON in the center of the frame; instead try to compose the image with water in the bottom third and the upper two-thirds sky.
- ♦ DOWNLOAD A SUNRISE/SUNSET APP to ensure you know exactly when each will occur. We like the *Rise-The Sunrise Sunset Calendar* app (free) from the App Store.
- ◆ LINGER. Sometimes the best light appears after the sun has set for a little while. Finish your drink and stay a while, what's the rush anyway?
- ◆ LOOK AROUND. The temptation at sunset is to try and capture the big bright ball in the sky; force yourself to look around. The best scenery might actually be hiding right behind you.



26° 55' N 78° 33' W
PHOTOGRAPH BY TIM ORR
This photograph is
the kind that boating
dreams are made
of: deep-blue water
so flat that it's hard
to decipher where
the sky ends and the
ocean begins. This
shot was taken by
reader Tim Orr and
shows his friend's 2004
SeaHunter 35 center
console gliding west
across Little Bahama
Bank to West Palm
Beach after spending
some blissful time
cruising the Abacos.
"I can best sum up

"I can best sum up boating as the passion of my life outside of my partner in life, Lisa, and our family," Orr says. "Boating represents a freedom, solace, and challenge that has no equal. The peace felt on the water frees the mind of all encumbrances and brings a contentment I can't find elsewhere."



#### 27° 30'N 82° 32'W PHOTOGRAPH BY BRUCE BOTTORFF

Bruce Bottorff has been boating since before he could walk and he thanks his early experience on the water for instilling the deep-rooted love of nature he enjoys today. "Growing up, my family would boat just about every weekend," he says. "And that was the time where my parents taught my brother and I the value of being together as a family and respecting nature not only for her beauty but for the way she can be unforgiving if you disrespect her." Bottorff is now trying to instill that respect in his 3-year-old son Alton while cruising aboard his Lazzara 92. He and his family spend most weekends cruising the Gulf of Mexico—from the Florida Keys to Orange Beach, Alabama, with some trips to the Bahamas thrown in.

**Boating, All About Family Fun** 





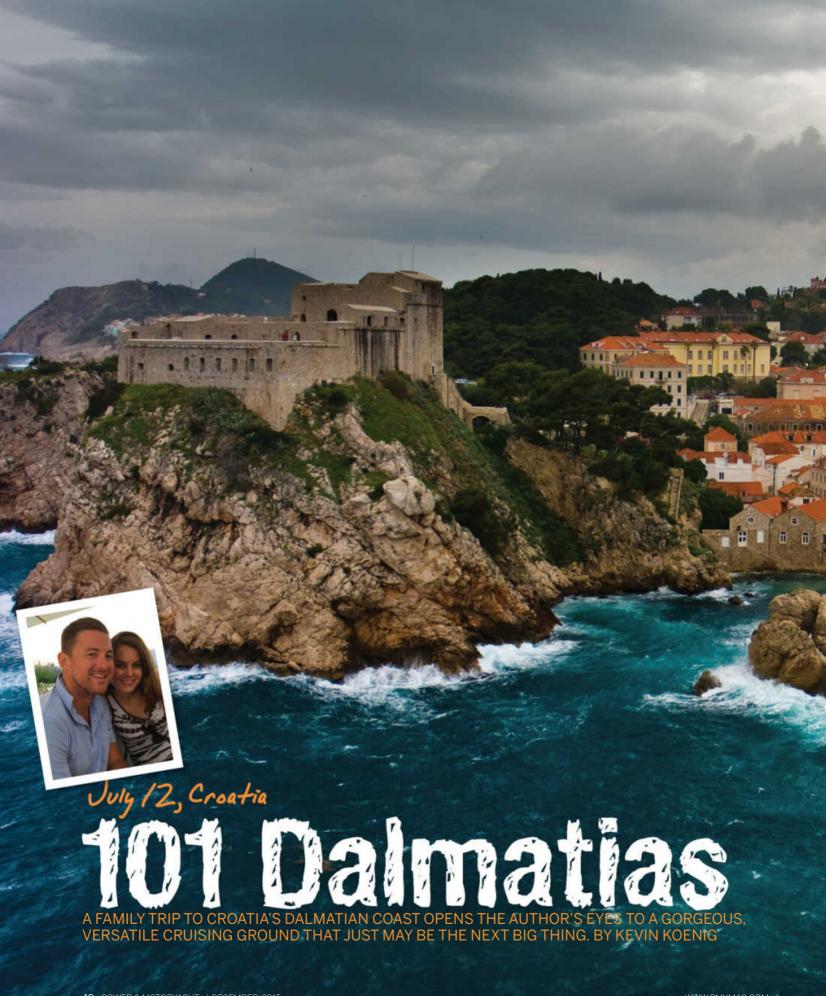
(Left to right): Steve Marmande's family stands before his Yellowfin, Stacey Lewis's family on the hunt for fish and memories, and Pete Anast's family piled into their tube.

reader submissions in the days following our Mid-Summer Boating Fest. There were shots of fierce-looking sunsets, yachts maintained to the highest standard, and so on. But the shots that we enjoyed the most were the ones where family and friends stood together wearing sunglasses, bathing suits, and smiles stretching from ear to ear. These shots were indicative of the theme most of

you conveyed in your best boating memory writeups. Almost without fail you explained that boating was your outlet to escape and reconnect with family and friends. We couldn't agree with that sentiment more.

And just because our Mid-Summer Boating Fest is over doesn't mean we don't want to hear about you favorite on-the-water memory. Share them with us at <code>inbox@pmy-mag.com</code> and we might just end up running them in the pages of a future issue.







"In Croatia, they serve fish with the head attached, always!" our captain and tour guide Gogo proclaimed in an accent slathered with squashed Slavic vowels. He had taken my wife's family and I by boat to a seaside restaurant on an island off the city of Dubrovnik. And now we were staring at a menu written in Croatian as a waitress set down carafes of icy-cold white wine to combat the relentless midday summer sun. "That way no one can serve you a fish that is not the fish they say it is! Also," he added happily, "we eat the fish with our hands." Gogo scanned the occupants of the table expectantly before zeroing in on me. "You will do this, yes?"

I paused for a beat. "Uuhhh, yeah. When in Rome." "Ah ah ah!" Gogo responded, wagging his finger back and forth. "When in Croatia!"

Croatia's Dalmatian Coast is nothing short of paradise. And this is something I did not know before I went there last July. I remember hearing about Croatia as a boating destination maybe six or seven years ago, and at the time I knew little of it. All the name conjured up for me was a handful of NBA players and a terrible and recent war. Basketball remains a national passion, and happily, the country has rebounded magnificently from the bloody conflicts of the early '90s.

Today, Croatia, and particularly its Dalmatian Coast, which stretches from Rab in the north to the Bay of Kotor in the south, is a seaside wonderland heavensent for boaters. The water is nearly as blue as it is in the Bahamas, and limestone and dolomite cliffs jut straight up out of them in many areas—a geographical hallmark that defines the area. Seventy-nine islands and 500 islets dot the Adriatic there, and they range from deserted wildernesses to club-kid heaven, with parties raging until sunup. The coastal cities and towns are ancient, stretching back into Roman times. Dalmatia has actual castles, and it's no surprise that the HBO megahit Game of Thrones does a large amount of shooting here. The locals are friendly, they all speak English, and they are more welcoming to Americans than some of their western European counterparts (but don't get them started on the Russians). Beer, wine, and food are a particular point of national pride for Croatians. And while I don't think I've ever visited a country where I haven't heard some iteration of, "Our beer is the best beer in the world!"-except in England, where they know their place—Croatia actually has a leg to stand on. If you visit, try a bottle of richly flavored Tomislav and thank me later.

The Croatians also highly value boating and nautical knowledge, not surprising considering how much of their country rubs up against the sea. At each of the three cities I visited, Split, Dubrovnik, and Hvar, the harbors were lined with gleaming motoryachts, working fishing boats, and scads of sailboats. The country is particularly obsessed with sailing, and is well suited for

it. There's good reason the notorious Yachtweek, with all the ensuing bacchanalia, is held here every summer. In the country's cruising season, which ranges from May to October, the water is calm and warm, the sun shines brightly, the breezes are gentle, and the coastline is awash with smiles. The only thing you need to watch out for is the sea urchins, which line the rocks here just below the surface, and pose a very real and annoying threat to anyone not keeping an eye out for them. Oddly though, the waters turn up very little other sea life, at least as far as I could tell. This isn't the Caribbean, where you can wade out 50 yards off the beach with a mask and snorkel and see uncountable brightly colored fish darting about. That being said, the cerulean Adriatic is still nice to look at.

Of the three cities I visited Split was far and away the largest and most modern. Its harbor, the Port of Split, is the largest port in Croatia and the third largest in the entire region. It easily handles pleasure vessels of any size, and gives cruisers access to a fashionable city lined with trendy clothing stores, boutique hotels, and plazas offering world-class people watching. If you're in town, one must-see attraction is the live music outside the Luxor Hotel. Bands play a mélange of styles in an ancient courtyard while talented dancers—I assume they must be professionals of some sort, though it was never made quite clear—float through the night across the slick, flat stone.

Dubrovnik is another ancient city and is famous for its red-roofed houses, and the Walls of Dubrovnik, which, having never been breached, are considered one of the great defensive fortifications of Medieval Europe. The Walls encircle the Old City and make for spectacular sightseeing from a boat. You might even see one of the city's expert cliff divers fling themselves from the top of the walls into the waters below. Just make sure you leave that one as a spectator sport (unless you're incredibly brave, really stupid, or both).

Lastly, the resort island of Hvar was described to me succinctly by a friend who had been there before: "Hvar is paradise." She wasn't lying. The island is quickly becoming a yachting hot spot for the rich and fabulous, and it's no secret why. The port is easily accessed by boats large and small-when we were in town there were two Sunseeker 116s docked side by side—and once in port, there is plenty to do. Of particular interest is Gariful, a seafood restaurant frequented by royals, celebrities, and of course, Roman Abramovich (who else?). A short boat ride from the main island to Palmizana is an absolute must. That island is dotted with hidden coves and beaches, as well as a few otherworldly bars and restaurants built right into the rocky coastline. It's a place unlike any I've ever been, as is most of the Dalmatian Coast, which is precisely why I hope to return one day soon. □

(Clockwise from top left) The author wondering why he didn't come to Croatia sooner. While many of Dalmatia's ports are glamorous, they are still working ports. Babes. Tomislav was the beer of choice. The island of Palmizana is like nowhere else on Earth. The world-class waterfront in Split is a favorite with tourists and locals alike.

### **Charter of Course**

It's understandable that you may not want to take your own boat from the U.S. to the Adriatic. But have no fear. there are plenty of chartering options in Croatia. The Moorings (www.moorings. com) has been in the area for years and does a fine job, and www.croatiacharter .com. also offers a mulititude of different vessels and charter styles. Either way, with a cruising ground this beautiful, you simply can't go wrong. Unless if vou don't get a boat. Trust me, it makes all the difference.





## The Craziness of the

HOW SUGAR BABIES, RED BULL, AND A BOAT CALLED LOON DARN NEAR DROVE CAPT. BILL PIKE OVER THE EDGE.



July 12, Morehead City, North Carolina

y eyelids were heavy. I blinked, trying to refocus on the narrow North Carolina secondary road ahead, with its brightwhite lines zooming in from the darkness. The windows of the ol' Subaru Forester were rolled down, making it decidedly breezy inside, less sleep-friendly. I shivered. My watch glowed informatively—a little after 11 o'clock.

"Weird," I observed out loud, as much to take the edge off the humming monotony as to comment upon a state of affairs that had slowly but surely become so wild, so crazy, that even I (a wild and crazy guy anyway) was concerned, maybe even a tad worried.

Actually, weird wasn't the half of it. To properly synch with a plan hatched several months before, whereby Power & Motoryacht's entire crew would do something exceptionally boaty and fun on July 12, 2015 (and

# LONG-UISTANCE entire day on board some sort of vessel some place, enjoying watery adventures. But instead, Boat Buyer



The author (above) tweaks his route—and his psyche—for the long drive ahead. His total buddy—Euclid (left).

here I was—hunkered over a steering wheel, near the end of a frantic, 700-mile run from North Florida to Morehead City, with my synapses snapping and popping atop a surfeit of Sugar Babies and Red Bull, and a haulout scheduled for early the next morning, followed by a hull survey, a sea trial, and,

with any luck, an engine scrutinization that would produce a happy ending. The subject of all these goings-on: a 1991 Grand Banks 32 named, quite appropriately, *Loon*.

None of *this* was that strange, though—heck, I've been disregarding plans, programs, and policies all my life. And as for long drives? They've never been a problem. But hey, when you considered the fact that I'd done an identical, Sugar-Babies-and-Red-Bull-fueled round trip from Florida to Morehead only a few short days earlier—to effect a presurvey inspection—the acrid odor of obsession began to arise. And then, adding the fact that, for months now, my mind

had been completely awash, nay, virtually drowning, in feverish financials (including mortgage rates, loan terms, and down-payment minimums), hypnotic computer images (detailing everything from fuel tanks to upholstery), and ravingly repetitive daydreams (featuring cruises to Key West, Hope Town, and other likely spots, complete with the rumble of a 135-horsepower Lehman diesel in the background), well ... you get my drift.

"Be careful," my wife BJ had warned that morning, as I got behind the wheel and downed the first slug of Red Bull for the day. "I think you've lost your mind."

### Woe, Woe, Woe Is Me

Let's step back in time for a moment. It's mid-April in North Florida and, although the birds are twittering cheerily outside, I'm sitting in my office, wallowing in a self-piteous goo that's so thick and sticky it feels like a glop of urethane adhesive. There are two reasons for this sorry state of affairs.

First, I am boatless—my beloved Betty Jane, a Grand Banks 32 just

like *Loon*, is gone. I've sold her to a retired supertanker skipper, in large part because I was convinced at the time that I needed extra cash to help defray some emergency expenses, expenses I've since discovered are not really an issue.

And second, the universe is messin' with me—my beloved *Betty Jane*, which I've already said *toodaloo* to once, has just now, this very morning, been snatched away again! How? The horror show began when BJ told me *Betty* was inexplicably back on the market. There was an ad on the Web—the supertanker guy had apparently changed his mind.

"Call the broker," she advised. But when I did, the cheeky young thing replied in a peeved voice, undoubtedly because I was pestering him on his Colorado ski lodge vacation, "I just sold her again, Bubba, they signed the paperwork yesterday—you're too late."

What good's self-piteous goo if you can't spread it around. "Things are bad, Dan," I tell Dan Harding, *Power & Motoryacht*'s senior managing editor on the phone. "Real bad."

"Bill," he says, "I've got a solution—a boat that's a dead ringer for the *Betty Jane*. I'll send you a link. She looks really nice."

### The DIY Demon

For some of us, there's something so irresistibly alluring about photos of boats for sale on the Web that clicking along, from one image to the next, routinely induces a trance-like state that, if left unattended, will eventually suck away all interest in other healthy activities, like eating, drinking, sleeping, and choosing appropriate clothing. As I perused images of *Loon* day after day while seated in my office or lying in bed at night, I became so deranged that an evil entity began speaking to me in secret—the DIY Demon.

It pounded me and pounded me, with stuff like: "You need to replace all those sanitary hoses in the engine room and rebuild the VacuFlush system. But don't worry, Billy Boy—it'll be a piece of cake."

Things got even darker when I began petitioning the wizards of high finance. I spent hours (work hours, evening hours, weekend hours, shoulda-been-sleeping hours) talking with credit honchos, mortgage brokers, and loan officers and studying their Web sites and application forms. And while I did these things, I dared to dabble in fantasies I only half-believed in, each featuring outrageous sums of money coming from preposterous sources, like old, forgotten insurance policies and huge, long-lost tax refunds.

"Just remember, Bill," opined *Power & Motoryacht* columnist Mike Smith skeptically, "If this boat in North Carolina works out, you're gonna qualify as a serial GB 32 owner—I'm just sayin."

### Euclid and Barton Holmes

A boatyard without a resident dog or two is at best untrustworthy, and at worst a hot spot for bad juju. So on the Morehead City waterfront the next morning, I was gratified to see a feisty little fellow, with a slapdash haircut, standing alongside the haulout slip at Shephard's Point Boat Company, barking vociferously.

"But what's with the barking?" I asked myself as *Loon* slid into the Travelift's slings, "A good omen? Or bad?"

It turned out the dog's name was Euclid, presumably after the ancient Greek mathematician, and he proceeded to hang with the festivities at Shephard's, from pressure washer to phenolic hammer, growing friendlier and friendlier as time wore on. Eventually, he turned into my total buddy, standing alongside local surveyor John Day and I no matter what. His presence spoke of a calmer, gentler world, I suppose, well beyond the sugary, hopped-up crests I was riding at the time, and known to the average Joe as "reality."

The survey went well. Although *Loon* was not in Bristol condition,



John Day of Day Yacht Services, based in Morehead City, North Carolina, carefully percussion sounds Loon's hull with a phenolic hammer.

Day explained, his official report when complete would rate her as "Above Average," meaning, of course, that there were some issues.

"But you can handle 'em," the DIY Demon tut-tutted, "and all the other maintenance stuff—you can handle that too. You're a helluva guy, Billy Boy, despite your advanced age and your addictions to candy, caffeine, and taurine."

Later that night though, while en route back to Florida, I began to wonder. So eventually I pulled into a rest area and called my friend Barton Holmes, a Jacksonville, Florida-based yacht broker who'd been handling my side of the *Loon* extravaganza. Besides being a broker, Holmes is half psychiatrist, half exorcist.

"Well," he concluded, after listening for a while, "It sounds like you're in a different place in your life now, Bill—maybe you're at a point where you need a boat with less upkeep? Fewer projects."

"Huh," I responded, in a tone that mixed truth, acceptance, and disappointment. A meditative moment ensued—a long, stocktaking one. Then finally, after I'd reluctantly agreed with Holmes and signed off, I decided to tap into the Web via my iPhone to see if I couldn't dig up a new prospect to dream about on the remainder of the drive home, something with just a little less exterior teak. I figured it would serve as a consolation.  $\square$ 

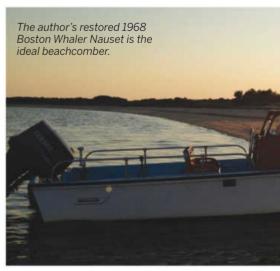


erhaps it's nostalgia that makes
Nantucket so alluring to me. I
admit I was smitten by the island's
charm the day I walked down the
gangway from the Steamship Authority ferry to the wharf. It was 1993 and I
had graduated from college the day before.
I had 100 bucks to my name and needed to
jumpstart the next chapter of my life before
the student loans came due.

So when a classmate mentioned he was heading to Nantucket and offered me a ride to Hyannis to catch the ferry, I jumped into his big Chevy station wagon without a second thought. Heck, I like boats and islands.

I arrived on a Friday with all of my belongings squeezed into a grungy sail bag, and with my dog Jezebel tugging at my arm. Her rear was flying from side to side with excitement over the pre-weekend activity around the ferry terminal. We made our way up the cobblestones of Main Street to the bulletin board at the Hub—the nexus of all job and living opportunities on the island. The next day my friends and I secured a cottage—held together by duct tape, Styrofoam, and chicken wire—in Madaket, on the western end of the island. It was perfect.

And by Monday, I was gainfully employed as a pantry cook at Cioppinos Restaurant on Broad Street. Owners Tracy and Suzy Root took me under their wing from the moment I walked through the door. They taught me about the art of fine dining, good wine, hard work, and poker. More importantly, they showed me the charm and color of Nantucket. They were hosts to a slew of characters who occupied their restaurant, telling tall tales at the little black bar tucked in a corner off the lobby. There were politicians, writers, Fortune 100 CEOs, famous enter-



tainers, gangsters, lobstermen, drunks, heirs, drunken heirs, bartenders, and even an opera singer. After I closed the kitchen, I'd just sat at the bar and listened to the discussions.

When I wasn't making Caesar salads or pecan pies, I was busy discovering the island. I whiled away my limited free time by fishing for stripers, diving for lobster, scalloping with a mask and inner tube during season, and windsurfing in Polpis Harbor. Life is intertwined with the ocean on an island and well, so was I. Jezebel would let herself out in the morning before her breakfast for a walk and a morning dip in Hither Creek. (She was a very civilized lady.) I didn't leave the island once for more than 12 months, which was all right by me.

I eventually turned in my chef's whites for a suit and today my time on Nantucket is only counted in weeklong spells at the most, versus years. Yet the moment I hear the seagulls and smell the salt air after a long week at work, the reset button is automatically hit. I've changed a lot in those 20-plus years, and so has Nantucket. (Not completely for the better, I might add.) However, out on the water and around the waterfront, it's pretty darn close to the utopia that I've retained in my memories.

So, it was only natural that my wife, friends, and I spent our Mid-Summer Boating Fest exploring the Gray Lady by boat. We keep our 1968 Boston Whaler Nauset on a mooring in Polpis and made a point this past summer to get out as much as we could. There is still no other place on this planet that comes close—except maybe an empty backcountry ski trail—to soothing my soul like Nantucket. At right are some tips on how we enjoyed our day like the local I still am, at heart. □





y wife Lindsay and I make getting away from crowds an art form. This is darn tough to do on Nantucket during the summer. After boating on the Whaler on July 12, we headed out to Millie's in Madaket for a little happy hour (508-228-5435). This is down the street from my old house and the current owners finally figured out that this end of the island needed a casual, beach café. WHEN TO GO: Go around sunset. Some of the best on the island happen here. For dinner, **Topper's** (508-228-8768) is just as special to me now as it was in 1993. For those of us in the restaurant business, a group dinner at this special restaurant within The Wauwinet was the highlight of our summer. It still is for Lindsay and me. WHEN TO GO: Whenever you want to remind yourself of how hard you work and deserve to be pampered. OTHER CHOICES: There are loads of good restaurants on the island. Many however, are trying to replicate their version of New York sophistication. In my opinion, leave the Upper East Side in New York and look for the true island establishments. OFF THE BOAT: Lindsay and I make a point of catching a production of anything that The Theatre Work**shop of Nantucket** (www.theathreworkshop.com) is putting on when we're on the island. The quality of every show we've seen is beyond expectations. WHEN TO GO: We're fans of spending Thanksgiving on the island and catching a production like The Christmas Carol the weekend after is a wonderful way to jumpstart your holiday spirit. Cisco Brewers (508-325-5929) is worth the side trip down Bartlett Farm Road. There's a casual beer garden and often really good local live music. The beer ain't bad either.

## Island

AFTER PLANNING A DAY ON THE WATER FOR SIX MONTHS, MISTAKES STILL HAPPEN

10:30: Departed town and headed out to Polpis Harbor.

10:50: Launched dinghy filled with gear and food, rowed out to boat with friend Derek.

10:55: Duh! Put key into ignition and realized the yard changed the switch, yet I never picked up the

new key.

10:57: Derek rowed back into the beach to pick up his wife, two-year-old son Bergen, and my wife Lindsay. Sweat began dripping off my forehead. We'd had this day on the boat planned for about six months. Here I was just bobbing at the mooring. 11:09: Derek is back with everyone and I haven't been able to reach my

friend Jack who may have the new key. Son of a... when are they going to get better cell phone service on this island?

11:11: Everyone is remark-

ably calm. Derek's wife Kristy observes we have cold wine, some good food, and are moored in a remarkable spot. Maybe a little swim from the nonoperational boat?

11:27: Jack calls, saying he has the key but is stuck near the airport. I will need to go to him. I jump in dinghy and row to the beach. 11:35: My truck is blocked

in by a boat and trailer on the ramp that got stuck on the corner.

11:40: We unhitch guy's truck from trailer and the whole thing makes a beeline for the water. Nearly get crushed on the fence. Back on road.

12:20: Return with key and back at boat. Everyone is happy. Bergen is sound asleep. We depart for a day of swimming, eating, touring, and just good times.

4:45: On way to Madaket, get another key made.

### July 12 Hamburg Cove, Connecticut

## Destination Adventure

Fear of becoming boring inspires **Senior Managing Editor Daniel Harding Jr.** to spend more days afloat.

colleague recently turned me on to the Twitter account for Alastair Humphreys, a British adventurer whose four-year around-the-world bike trip is just a single bullet point on his expedition-filled résumé. Despite living a life most would deem clinically insane, he champions a concept that he calls the microadventure, which is just what it sounds like: a mini, midweek adventure that doesn't cost much, and can be accomplished on a typical weeknight. Some examples of a microadventure that Humphreys touts in his new book *Microadventures: Local Discoveries for Great Escapes* are sleeping on a hill, cooking a meal over a fire, swimming in a river (there's one I can do!).

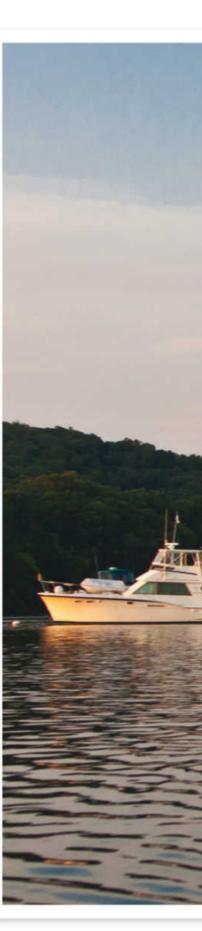
As a marine journalist I read—on a daily basis—about boaters doing some extraordinary things. In fact, at this moment I have e-mail threads going with a couple who are cruising their Nordhavn 40 through the Pacific Northwest, a blogger aboard a Kadey-Krogen bound for Russia and a family of four from Texas that moved aboard their express cruiser to see the world. Despite this seem-

ingly endless dose of inspiration, this past summer I found myself getting sucked into a, well, rather cushy routine. After work I'd hit the gym, make dinner, maybe do laundry or some other chore, and settle into an episode of God-knows-what on Netflix (a service I very much have a love/hate relationship with). I wasn't being lazy per se, but *boring* would be a fair descriptor.

Boating had become a weekend endeavor for reasons I'm not quite sure of. So, right around the time of our July Mid-Summer



An afternoon swim, long dinghy rides, and grilling dinner as the sun sinks on the horizon: if a night on the water won't recharge your batteries nothing will.







"Adventure is all around us, at all times. Adventure is accessible to normal people, in normal places, in short segments of time and without having to spend much money. Adventure is only a state of mind." -Alastair Humphreys

Boating Fest, my girlfriend Karen and I (thanks in part to Humphreys's inspiration) made the conscious decision to make better use of our limited summer schedule and get out on the boat more often. So on one or two weeknights each week we'd head out to our classic old boat resting on a mooring off Essex, Connecticut.

We swapped evenings in a crowded gym with sunset swims, reheated dinners for cookouts under the stars, and swapped Netflix episodes for a good book or magazine. We found ourselves falling asleep earlier (something about swimming just knocks us out) and waking up to early morning rays pouring through the forward portlight instead of the blare of an iPhone alarm.

Not much of a morning person, I eventually grew to look forward to our 5:00 a.m. dinghy ride to shore. The river can be absolutely still at that time, and the only sound would be the soft mumble from our outboard running just above idle. You know when you're in for a good day when your morning com-

mute begins with a dinghy ride.

Stepping into the office those mornings, I felt as if I were carrying a secret. Relaxed and rejuvenated, it was almost as if I had just returned from a short vacation. In fact, I guess that's just what it was.

The magazine's July 12th Boating Fest fell at a busy time for Karen and me so we didn't get to spend the day in an exciting new location like we would have hoped, but knowing that it doesn't take long before the rejuvenating effects of boating to kick in, we escaped for an evening just up the Connecticut River in the forest-lined Hamburg Cove, a former shipping hub in the early 1800s that today is a popular spot on the river shared by trawler owners, fishermen, and kayakers alike.

We grabbed a visitor mooring from Cove Landing marina for \$20 and hopped in the dinghy for a leisurely ride up a lazy river. With tall conifer-covered hills on each side it took only a little imagination to feel like we were exploring a stream in Maine. You can tie up to the dinghy dock at the nearby

marina and stretch your legs if you like. There is a general store about a mile away and not much else.

As dusk began to settle on the cove, the sound of swimming and shrieking kids began to fade; the smell of charred hotdogs wafted atop the calm water as couples sat in their cockpits sipping chilled glasses of white wine. If there is a more peaceful way to spend an evening I've not discovered it yet.

We'd return to Essex and "real-world" responsibilities early the next day but the positive effects of our short boat trip had sunk in. Our arms seemed to swing more freely at our sides; free from knots and tension as we went about the tasks at hand with the well-rested mind that you only get after spending a night on the hook.

I think that's the point that Humphreys (and our Mid-Summer Boating Fest) is trying to make; you don't need to leave land for weeks at a time or battle huge seas in order to have an adventure; sometimes the most rewarding, memorable adventures are the ones on a random Sunday night in July.









HARGRAVE CUSTOM YACHTS CAN'T SAY NO TO A SEASONED MATRIARCH LOC CREATE A YACHT FOR GENERATIONS TO ENJOY. BY CHRIS CASWELL 62 POWER & MOTORYACHT / DECEMBER 2015 WWW.PMYMAG.COM





"We talked to a lot of other builders and nobody would move this or that. every one was met with 'Yes, we can do that."

The Hargrave 94 Adventure Us II has been written up elsewhere as "Granny's boat," since the primary owner is a grandmother and that's certainly unique in this male-dominated sport. But that story angle completely misses the essence of the yacht and Hargrave.

Simply put, Hargrave Custom Yachts is the number-one customyacht builder in the U.S. market. Every production yacht builder says they build custom, but they don't. They'll change little things, maybe move a bulkhead a bit, but that's it. Every Hargrave grows from a blank sheet of paper. In the case of the 94, there is a suggested layout for clients to consider, but the finished product is entirely up to the client.

Which brings us to our grandmother. *Adventure Us II* is her boat, and she's had several large yachts, the last being a Hargrave 82. When I say *Adventure Us II* is her yacht, I mean it not just in the sense of ownership,

but in the sense of having created exactly the yacht she wanted. And Hargrave was more than happy to build it to meet her needs.

Says this grandmother's husband, "We talked to a lot of other builders and nobody would move this or that. But Hargrave never said no to any of our ideas ... every one was met with 'Yes, we can do that." Along with granny's ideas, her husband and son contributed ideas on the electronics side, while their long-time captain provided input on the various systems.

I've never met this grandmother, but I admire her from a distance. She wanted a gathering place for her family, a yacht where three generations could come together and create memories that would last a lifetime.

We live, sadly, in a world where kids are only occasionally at the dinner table. They're too busy with sports, school, or whatever. Grab a



### But Hargrave never said no to any of our ideas ...

snack, rush out. This owner wanted a yacht where everyone could sit at one table and have a civilized meal. This yacht is all about family.

And so Hargrave created a stretched skylounge to allow a dining table that will seat—wait for it—20 people! The whole fam-damn-ily on a 94-footer! And when it's not a long table holding a holiday turkey, it breaks into smaller cocktail tables so three generations can enjoy movies or football games together. For New Year's Eve, this skylounge hosted 30 people without crowding. Another smart touch on this family yacht is the dayhead in the skylounge and another in the saloon: Kids can't wait, you know.

The owners wanted an outdoor "feel" to the skylounge so the décor was kept light and airy with white finishes, rather than the usual darker wood often found in skylounges meant to look like a gentleman's club. In the saloon, a formal dining table hosts eight comfortably and, if alfresco is your choice, the table on the afterdeck seats ten.

Her previous Hargrave 82 had a soft bridge enclosure which was never unzipped, so she had Hargrave enclose and extend the skylounge to make room for that big dining table as well as a granite-topped bar with stools for six, also with a view of the television. The result is that, instead of a large boat deck, *Adventure Us II* has a spacious and airy "upstairs living room" that also adds to the sweep of her profile. But those are only a few of the very thoughtful changes that this grandmother asked for, and which Hargrave implemented.

Wanting privacy as well as ease of access without knee-challenging

At first glance the floral colors in the saloon might remind you, well, of grandma's, but hidden outlets and game consoles add a young touch.

stairs, the master suite is on the main deck, filling the forward superstructure with an Art Deco theme from the inlaid anigre wood to the classic wall sconces. Though usually found only on much larger yachts, this on-deck suite provides a quiet getaway when needed, but it also makes clever use of space. One of the nightstands is a hidden door that reveals a walk-in closet for her husband (who calls it his "bat cave") that draws space otherwise lost to an on-deck locker.

A palatial VIP suite is forward on the lower deck for the grown children, and it continues the geometric Art Deco inlays that interior designer Shelley DiCondina (owner of Yacht Interiors by Shelley in Ft. Lauderdale) used throughout the yacht.

But the most interesting change is the cabin just abaft the VIP off the central passage. This stateroom, in fun shades of rose, peach, and hot pink, is for three girls, and it has been extended to include a third berth that doubles as a daybed for kids to scrunch together to watch the large TV. A third lower guest stateroom is opposite, with a queen berth that converts to twins easily.

Considering the family orientation of *Adventure Us II*, the owners asked for an oversized laundry and Hargrave was able to create a laundry the size of those on far larger yachts just off the foyer. With sufficient stowage and counters for folding, it can easily handle everything from tubs of clothes and linens to beach towels.

The saloon has been designed for family gatherings with comfortable couches and freestanding chairs that become a media room for movies. For younger viewers, all televisions are complete with game controllers and there are extra outlets throughout the yacht for mobile devices. Certainly a visual highlight here is the walk-up bar inspired by a 1920s New York apartment, which Hargrave craftsmen created out of black walnut with gold-leaf embellishments and an ivory onyx top.

The captain of *Adventure Us II* has been with the family for years and contributed many ideas and insights to the design of the yacht, so it's no surprise that the crew's quarters for three are equally special. The berth for the captain, who is quite tall, was stretched to 7 feet so he'll be with the family for years to come. Mike DiCondina, president of Hargrave, worked with the owners to use pocket doors in the crew's quarters, another "can-do" example that gained room in their cabins.

But many of the ideas incorporated into *Adventure Us II* are harder to see. The family includes avid golfers and a golf stowage compartment is hidden in the hallway so the clubs don't have to endure the heat if stowed in the engine room as on many yachts. A console in the lower foyer conceals a large linen closet, convenient to the laundry area as well for refreshing the cabins.

Although the master suite takes considerable room, the galley on the main deck hasn't been compromised, and exudes a glamour of its own. The cabinetry is a sweet gum burl with inlaid Maitore banding, while the counters, including the center island, are Silestone. The location of the 94's galley gives it immediate access to the saloon as well as the stairs to skylounge.

Another custom touch is the display of artwork from the owners' collection, with walls and cabinet tops carefully designed to showcase and light specific pieces of artwork. The saloon, for example, was designed around a spectacular glass etching from the 1920s of an elegant Parisian woman that was placed and lit in the dining area. With tones of melon, lime, and coral, this served as the inspiration for the color palette throughout *Adventure Us II*. Guiding the interior design team was a binder of ideas the owners had compiled over a couple of years.

From the settee to port of the helm (above) to the oversized table in the cockpit, Adventure Us II was designed for a large family to be able to spend time together, and isn't that what boating is all about?

Take a tour of this family-friendly yacht @ pmymag.com/dec15







This had notes and ideas on everything from cabinetry details to Art Deco wall fixtures to mosaic tiles and headboard designs. As interior designer Shelley DiCondina notes, "All the challenges requested by our clients make our job, as part of the Hargrave team, very rewarding. When we have clients that give us so much information because they are seasoned boaters, have fabulous art collections and design ideas, our role is more as 'knowledgeable conductors' than designers."

Power for *Adventure Us II* is a pair of 1,600-horsepower Caterpillar ACERT diesels that give her a surprising top speed just shy of 23 knots, so granny's yacht picks up her skirts and gets right along. With 3,200 gallons of fuel, she has a range of 1,200 miles at nearly 10 knots, making her economical for longer trips, and yet fast enough to get the family home in a hurry. An Onan 20-kiloatt generator in a sound shield is easily accessible in the engine room, and all systems are neatly plumbed and labeled.

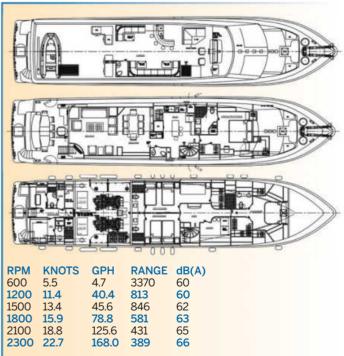
One notable trademark of Hargrave Custom Yachts is the use of top-quality systems as standard equipment, including Naiad bow and stern thrusters and Naiad stabilizers, Cruisair air conditioning, Glendinning controls for shifters/thrusters at three stations plus one remote, full redundant hydraulics, 125-foot Cablemaster shore power, Kohler fixtures, world-class Bose and Samsung entertainment systems, and even an AB RIB tender. The equipment list for *Adventure Us II* runs for no less than 33 pages!

You can call this Granny's boat, but it is really the result of melding the ideas of an experienced boat owner with Hargrave Custom Yachts, which doesn't seem to have the word "no" in its vocabulary.

Whatever you call her, Adventure Us II is the very definition of a great family yacht.  $\ \Box$ 

Hargrave Custom Yachts, 954-463-0555; www.hargravecustomyachts.com





TEST CONDITIONS: Air temperature 82°F; humidity 55%, seas: Small Craft Advisory, 3-4'; load: full fuel, full water, 6 persons. Speeds are two-way averages measured with shipboard GPS. GPH taken from Caterpillar engine display. Range is based on 90% of advertised fuel capacity. Sound levels measured at the helm in dB(A). 65dB(A) is the level of normal conversation.

### "Coming Soon"

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### HOW TO MAKE A GOOD BOAT EVEN BETTER

### **WINTER PROJECT**

### **Fan-Tastic**

FOR A COOL RETURN ON INVESTMENT AND A COMFY ONBOARD AMBIANCE, NOTHING BEATS AN INEXPENSIVE, VARIABLE-SPEED FAN. BY CAPT. BILL PIKE

RECENTLY, I had a chance to check out a late-model boat with a split personality. On the one hand, she was a northerner, with a single, modest, self-contained air-conditioning system installed under a settee at the rear of her saloon. But on the other hand. she was a southerner, given that she'd been berthed well south

of the Mason-Dixon for some while. How did her owner chill the stateroom at the bow for sleeping? He simply mounted a variable speed fan in the saloon in such a way as to push cool air from the air-conditioner's discharge-air plenum forward. It worked like a charm.

I CAN'T REMEMBER what brand of fan the guy used to adapt his northern boat to the southern climate—but the thing was very much like the Caframo Maestro 12-volt, variable speed fan shown here. With a rather reasonable price (\$99.99 at www.westmarine.com) and a bulkhead-mountable base, the Maestro is not only great for pushing lots of air from one space to another (it'll move up to 225 cubic feet of air per minute), it can also be dialed back enough to make direct, wind-in-your-hair contact unobtrusively pleasurable, especially when temperatures climb and humidity does as well.

3. NOT ALL VARIABLE-SPEED FANS are created egual, of course. The Maestro shown here also offers a couple of nifty additional features—LED lighting (white for plain illumination and red for navigation at night) and a fob-type remote control the manufacturer says will work at a range of up to 6 feet. Ever get drowsy while reading a book in your berth and not want to get out of bed to adjust what seems like far-flung fan speed and/or brightness? Maestro's remote may be just what the doctor ordered.



# ICOM Icom's New Floating Radio Slim Styling & Smart Features



### **▶**BOATYARD

### **Finish Line**

DO YOUR HOMEWORK AND SHARE YOUR EXPECTATIONS AND YOUR BOAT'S PAINT JOB WILL TURN OUT THE WAY YOU WANT. BY JASON Y. WOOD



Arawak gets a fresh coat of gray primer, but not before plenty of cleaning, sanding, and fairing that set her up for a smooth finish.

rawak just showed up at our doorstep one day," says Todd Brice, owner of Yacht Service Ltd. in Amityville, New York. "And she presented a number of challenges for us in the sense that we never saw the boat before. We had a couple of pictures of her, that was pretty much it." Brice and his yard have made a name for themselves among boaters in the New York and New Jersey area for, among other things, high-quality paint and wood finishes using Interlux and Awlgrip products.

"So when she got here," Brice says.
"That's really when we had to come up with a rather quick assessment of what to do and have it done in a short time frame since the boat and her owners have their own schedule to attend to."

Brice, of course, is referring to *Arawak*, the 1996 Grand Banks 42 Motor Yacht project boat that is the centerpiece of the MyBoatWorks project (catch up with the whole story at *www.bet terpowerboat. com*). With a repower completed in St. Thomas, and additional, extensive mechanical and electronic work at American Custom Yachts in Stuart, Florida, *Arawak* made her way to Long Island and the

Yacht Service Ltd. yard, guided up the East Coast by Capt. Tommy McCoy. McCoy's schedule dictated that *Arawak* make her first public appearance at the Ft. Lauderdale boat show in early November.

And while *Arawak*'s new 220-horse-power Yanmar diesels fairly gleamed in the engine room, along with a brand-new Northern Lights genset, and an updated helm with Simrad electronics, she was far from show-ready. As any boater knows, when you focus on a mechanical project, the cosmetics need to wait. But there comes a time when the look needs to catch up, and for *Arawak* that time is now, so she can show as a cohesive package. That's where Brice and his crew come in.

### See *Arawak* for Yourself at an Upcoming Show

ST. PETERSBURG POWER & SAILBOAT SHOW, December 3-6, 2015 www.showmanagement.com TRAWLERFEST RIVIERA BEACH, FL January 20-25, 2016 www.passagemaker.com THE YACHT AND BROKERAGE SHOW IN MIAMI BEACH, February 11-15, 2016 www.showmanagement.com PALM BEACH INTERNATIONAL BOAT SHOW, March 17-20, 2016 www.showmanagement.com

"She's a relatively straightforward boat," he says. "She just had a lot of scratches and dings, gouge marks from scrapers from teak finishing, and run-ins with the anchor chain, and stuff like that—stuff that had to get repaired or patched up and faired in. That took the better part of the week with three to four guys working on it continuously."

The design of this Grand Banks also was a factor in the labor requirement. "All the splash rails and the rubrails are in coves [grooves in the topsides, known as planking lines]," Brice says. "There are coves in the topsides that make her look like a planked boat, and all that is hand-sanding so there's no getting away from manual labor." The Yacht Service Ltd. team sanded the entire hull by hand three times where on other projects of this size pneumatic sanders would have been employed.

"We've been making forms so if we have to do some filling on a gouge or crack or something like that we have to make something to sand it," Brice says. "Our fingers don't really do a good job. It's usually a straight edge—like a longboard-type thing but we have to make it by hand to fit the curves so we're not screwing things up. That was nothing insurmountable; nothing that we hadn't dealt with before. But I'd say this is kind of on the larger side of the scale with this amount of curves."

So how does a boater go about finding a yard that takes this kind of care in its paintwork and even pays attention to the clients' schedules?

"What you want to do is talk to the different yards in your area," says Matt Anzardo, global product manager for yacht paint for Akzo Nobel, parent company to Interlux and Awlgrip. "Which yard is going to be the most competent and have the best skill level for taking on a task like yours? Most boats don't need a major overhaul. Most times they just need a heavy primer and a finish primer, and then some topcoat to make it look pretty on the topsides. Of course other boats need a full restoration, say, if you're cutting up the deck or doing some new core material or what have you. You want to talk to the yard to figure out which one has the best capability for what you're trying to do." Boaters should be able to get a read on the quality of the work and the pride of the yard's crew just by walking around a little. But don't necessarily trust just your gut.





The coves in the hullsides (above right) and teak transom panel (left) meant that Arawak got some TLC from the team at Yacht Service Ltd.—sanding by hand rather than machines.

"Also ask about the last couple of jobs that they did as well," Anzardo says. "And use that as a reference point. From there you're going to take away what needs to be done." Anzardo is sharing a recipe that'll help you find a yard that will strive to meet your expectations for how the finished job will be.

"No two boats are the same," Brice says.

"Really even boats that come out of the factory and you do new paint finish on it, every one is different, every one is custom. There are challenges with every one."

If you really talk to a yard and have its paint manager explain the process you may find the yard that is going to do the job you expect. "Make sure they dewax and prep the surface properly," Anzardo says. "Sanding does not remove wax, it just heats it up and grinds it down deeper. So before you do anything, prep is the key. If a job's not done right, what will happen is some of that wax will come up to the surface and give you some cratering or fish eyes."

Brice agrees. "I've seen plenty of people that mask off hardware and paint, and then move onto the next boat," he says. "But when you take off the lightswitch cover in your room when you're painting, and paint underneath it and then put the lightswitch cover plate back on, it makes for a better job. When you do it on the boat, you don't see a lip. It's a lot easier time doing surface preparation because you're not

switching tools to work around that hardware."

The more in-depth you go with your prep work, the better the result is going to be. So cleats and bowrails that can come off and be rebedded after painting are

obvious steps in the right direction. So are other surface imperfections such as dings, chips, spider cracks.

"It might seem like a lot of work," Brice says. "But if you don't fix it up front and then you go and put on a dark, glossy color, you can see everything."

The bottom line: Know what you want, and ask for it specifically: "Make sure what it is that you want is what you're going to get from the person that's doing the application," Brice says. "I've found that a lot of people use the term 'Awlgrip' like 'Xerox'—it's become a generalized term." So if you want Awlgrip or a specific product used on your boat, Brice advises you to hunt up the company at a boat show and ask for the names of yards that use the products in your area.

Yacht Service Ltd., 631-264-2267; www.yachtserviceltd.com

Awlgrip; www.awlgrip.com

#### What's in That Finish?

Fifteen steps of prep and paint to make *Arawak* shine again.

- 1. Remove hardware.
- 2. Clean and dewax the hull and topsides.
- 3. Sand and fair scratches, dings, gouges.
- 4. Sand teak transom.
- 5. Wipe down hull, mask off surfaces not to be painted.
- 6. Spray on Awlgrip 545 primer.
- 7. Sand and prep boot stripe and other accent color areas and paint.
- 8. Spray on Awlgrip bootstripe: marlin blue. 9. Mask off strip areas and sand and prep
- remaining hull.
- 10. Spray on Awlgrip topsides: snow white.
- 11. Sand and prep wood.
- 12. Apply Awlwood MA to teak transom.
- 13. Remove masking.
- 14. Reinstall hardware.
- 15. Paint bottom with Interlux Micron CSC: dark blue.



## **The Thermal Detective**

WHEN SUSSING OUT POTENTIAL PROBLEMS ON BOARD, SOME EXPERTS TURN TO INFRARED LIGHT. YOU CAN, TOO. BY MIKE SMITH



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ver notice how things often change temperature before they fail? Cold things get hot, hot things get cold? So it figures that an infrared, or thermal, camera would be a great tool for preventive maintenance. Shoot a thermal picture of your engine, for example, and you'll see a range of temperatures in the image. If something that should be cool, e.g. the raw-water pump, shows up hot, it's time for investigation. If something should be hot-for instance, raw water exiting the heat exchanger—but it's not, check it out. And if a thermal scan of your electrical system turns up overheated, and probably overloaded, it's time to call the electrician before something gets fried, or catches fire.

Thermal cameras have lots of uses: Scanning the aluminum skin of an airplane can reveal structural problems underneath; firefighters use thermal cameras to see through smoke and look for victims or the source of a blaze; medical diagnosticians use thermography to detect allergies and, sometimes, flu viruses; HVAC technicians analyze thermal images to locate faulty insulation and lower the costs of heating and cooling; yacht surveyors use thermography to find delamination, voids, and water intrusion in composite hulls and decks. The list goes on and on.

Many surveyors have added thermal detecting to their services, but do your due diligence before hiring one. Not all are qualified—some have the camera, but not the experience and expertise to interpret the images accurately. Jack Allinson (www.allinson.com), a marine surveyor and Level III Certified thermographer from Jacksonville, Florida, says the first thing you should do before hiring a thermography-rate surveyor is make sure he has at least Level I Thermography certification. Level I certification includes training in the fundamentals of thermal science, the basics of infrared thermograpy, and the nuts and bolts of setting up the camera. (Learn more about this in "Thermography Training" on page TK)

Also, determine if your thermographer has enough hands-on experience to interpret thermal images, or access to other professionals who can help, says Allinson. Can he or she identify anomalies? For example, materials vary in "emissivity"—how efficiently they emit thermal radiation—and this can affect the image. Two materials could be the same temperature, but because of their different emissivities, they will show up differently in the thermal image, fooling the inexperienced thermographer. A trained thermographer knows how to adjust his camera to compensate.

Finally, a professional thermographer will have better equipment than you or I will buy, unless we want to get silly with money. Allinson's primary camera, a FLIR P65HS, cost

more than \$40,000 when it came out, but it has a high-resolution thermal detector, excellent thermal sensitivity, removable memory for unlimited image storage, the ability to add voice-over to images, and optional supplementary lenses and other accessories. It can record 20 minutes of radiometric data at 30 frames per second (essentially thermal videos) that Allinson can then analyze frameby-frame; many thermal cameras record, but don't allow analysis later. It's a lot more camera than most of us need.

Allinson uses the radiometric feature of his thermal camera when surveying laminates, a technique that involves heating the laminate, then letting it cool, while recording thermal images during the process. This is called "flash" or "active" thermography, and it takes more training and expertise than simply scanning machinery and systems for problems. Using flash thermography, an experienced technician can locate voids, delamination, water intrusion, damage, and other laminate issues. For more information on this, see "Some Like It Hot," at www.pmymag. com/dec15. Mark Ashton (www.infraredboat. com), the thermographer featured in that article, now has offices in Newport, Rhode Island, and Sanibel, Florida.

#### **BE YOUR OWN** THERMAL DETECTIVE

Hiring a thermal detective for a one-time scan only tells you what's what at the time, but problems can appear unexpectedly on a boat. So the best way, I think, to use thermography in a scheduled maintenance program is to invest in a thermal camera (you don't have to spend 40 grand), acquire the know-how to use it skillfully, and make it a step in your maintenance program. Moreover, I'd suggest uploading all or most of the images that result to a digital maintenance folder, so you can compare them over time. If you find something doesn't look right, send the thermal images to an expert. The payoff can be fewer breakdowns, less time in the yard, and money saved on repair bills—maybe even enough to pay for

FLIR Systems, Inc. (www.flir.com) is a leading manufacturer of thermal cameras



for industry, scientific research, surveillance and marine applications. Andrew Cox, of the company's Maritime Sales division, says the company's E8 model is the most popular choice for marine surveyors and "do-it-yourself guys." The top model of FLIR's Ex-Series, the E8 sits on the border between high-end consumer and low-end professional models. It has all the features a marine tech or surveyor should need, including 320 x 240-pixel IR detector resolution, on the high end for a thermal camera. The E8 is kind of the Swiss army knife of thermal cameras, says Cox. However, it costs \$4,000.

There are three other models in the Ex-Series. The E6 has lower resolution (160 x 120 pixels), but most of the features of the E8, and costs \$2,500; the least expensive Ex-series model, the E4, with an 80 x 60 sensor, runs about \$1,000. All four Ex-Series cameras have FLIR's MSX Thermal Image Enhancement, a neat feature that combines details from an onboard visible-light camera with the thermal image to create a detailed picture that makes it easy for even a novice thermographer to accurately identify potential problems. The FLIR C2 (\$699) also has MSX, and it'll fit in your pocket. Jack Allinson swears by the FLIR ONE (\$150), a plug-in thermal camera for an iPhone. He says it's fine for troubleshooting, and you can send the images to your mechanic directly from your phone. (To get a better handle on all these products, download "12 Things to Know Before Buying an Infrared Camera" from the FLIR Web site.)

#### **GO THERMAL FULL-TIME**

The ne plus ultra of thermal inspection is FLIR's AX8 Marine Thermal Monitoring System, essentially a network of

smartphone-sized cameras you can install just about anywhere. Based on the Lepton micro-thermal camera, the AX8 system connects one or more cameras with a laptop or Raymarine multifunction display running the LightHouse II operating system and offers full-time thermal monitoring. Andrew Cox says the Lepton camera is analogous to the video camera on a smartphone. "It's a leap in thermal-camera technology," he adds.

At 80 x 60 pixels, the AX8 camera (\$1,299) isn't high-resolution (it's the same as the C2 and E4), but it's fine for short range, like in an engine room. It uses MSX technology to create detailed images. The boat owner can draw regions of interest on an image, add spot meters to watch them closely, and set too-hot and too-cold alarms. Since thermal cameras can "see" through smoke, if there's an engine-room fire you'll be able to see if anyone is in the space before activating the fire-fighting system.

Cox says the AX8 system is easy to connect. "If you can plug in a cable, you can do it," he maintains. The system is wired with Ethernet cables; each camera has an I.P. address, so you connect to it like you do any other network device over an Ethernet. It works very much like a video surveillance system. When linked to the Raymarine MFD, the AX8 system provides you with constant IR images of your engine room, electrical panels, galley—anywhere you can mount an iPhone-sized thermal camera. (Connect up to eight cameras.) You can split the screen and display the images next to your electronic charts, sounder image, or radar screen.

That's pretty cool, eh? Or hot, depending on how you look at it.  $\Box$ 

**Thermography Training** 

You've bought a thermal camera, and now you have to figure out how to use it. There are many paths to enlightenment, and they all start with Googling "thermography training." You'll get a boatload of Web sites to check out, offering both classroom and online programs. I like the Infrared Training Center (www.infraredtraining.com), which offers both; since it's a branch of FLIR Systems, the ITC has programs on how to use various FLIR cameras, a 2.5-hour Introduction to Level I thermography course, and several other focused short courses. Many are free, or cost very little.

Certification training, however, isn't free: A four-day Level I Certification course, taught in a classroom, costs \$1,995. (Level II and III courses all cost the same; each builds on the previous level.) I think certification is a necessity if you're planning on making money with your thermal camera. The marine thermographers I know mostly have Level I Certification, which most experts say is enough.

But if you just want to maintain your own boat, maybe you should save your money. Amazon.com has a raft of thermography books, from expensive textbooks to nearly free ebooks. Before dropping two grand, plus travel expenses, for classroom training, maybe just try a little reading. I've already downloaded a sample of Dean Cowley's \$9.95 Kindle book How to Make Money with ANY Thermal Imaging Camera. If I'm not here next month, I'll be out thermographing.

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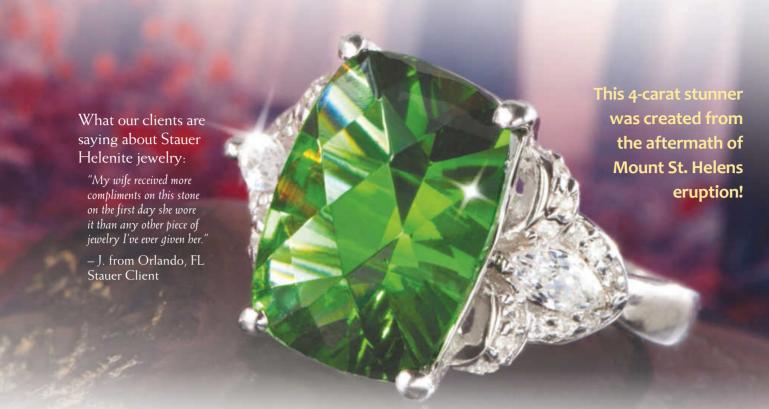


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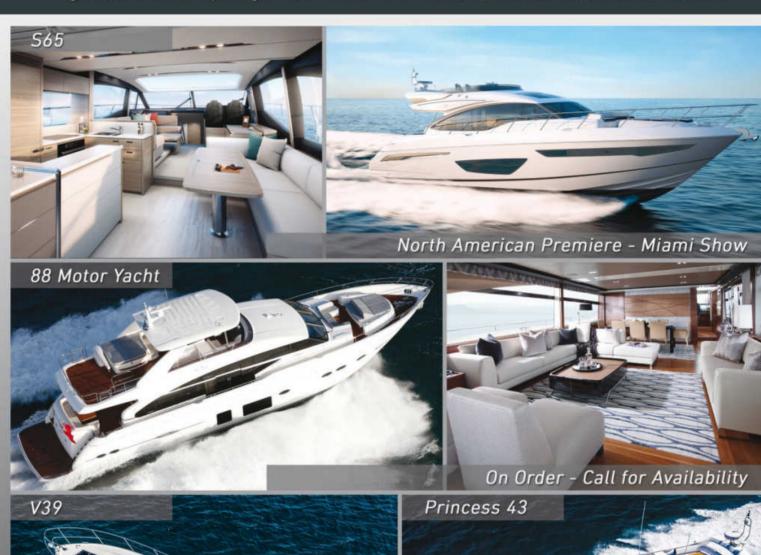
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76' Lazzara 1995 - Call David: 561.281.8015



72' Hatteras 2013 - Call Chuck: 703.999.7696



68' Hatteras 2008 - Call Clark: 919.669.1304



65' Princess 2000 - Call John: 610.220.5619



65' Princess 2006 - Call John: 610.220.5619



64' Hatteras 2006 - Call Clark: 919.669.1304



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60' Cruisers 2014 - Call Today: 877.269.3021



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59' Grand Banks 2007 - Call Chris: 757.509.0742



58' Custom Carolina 2003 - Call Roger: 410.456.3659



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54' Hatteras 2005 - Call Clark: 919.669.1304



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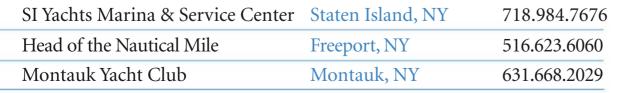
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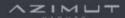


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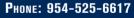
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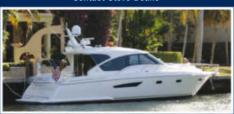
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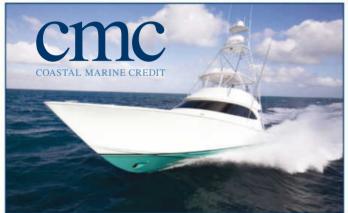


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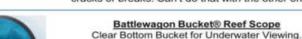
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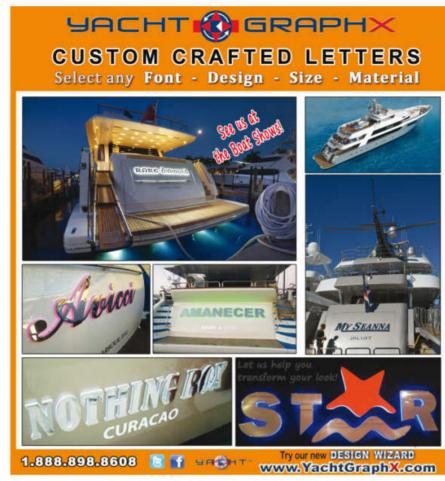
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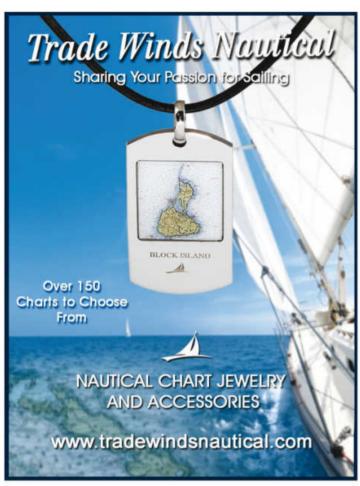


















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# AFTER WORD

WHAT STARTED OUT LIKE ANY OTHER DAY TURNED INTO A NEAR-DEATH SITUATION COME NIGHTTIME. BY MARC MILLS AS TOLD TO KEVIN KOENIG



his all happened in July of 2011 on Long Island. I took a bunch of people that worked for me out bowling after work. I don't know what time of night it was when we were done bowling, but we all decided to go for a boat ride. (I wasn't drinking by the way, when you hear the rest of this story you're going to think, "Oh this guy went bowling and then got in a boat, I see what happened," but I was actually dead sober.)

My boat was brand new at the time, a Scarab 35 that could do 83 miles per hour all out. A few weeks after I bought her, I had her docked in the back of my house, and I noticed there was some hydraulic fluid leaking from the helm. So I had a technician come by and fix it, which, he *said* he did.

That night after bowling there were five of us on board, four guys and a girl. We were on the Great South Bay, in very familiar water, and it was dark, maybe 8 o'clock, but we had all our lights on so it felt safe. I wasn't going to push her too hard in the dark anyway. So we were going maybe 30 mph tops. I took the boat around a marker, a turn I've made 1,000 times before. I turned the wheel slightly to get around the buoy, not a jerk reaction at all, just a gentle turn. And the steering turns all the way to the starboard side, no slowing down whatsoever, just a hard, hard right turn. We immediately start skidding sideways on the stepped hull. I had just enough time to drop it in neutral as fast as I could—thank God—but it was too late. I was holding on as tight as I could to the wheel and I

just start seeing people go Thoom! Thoom! Thoom! flying by me off the boat and into the water. It was crazy. This wasn't people falling overboard. They were airborne. Think about it. An 8,000-pound boat going 30 mph turning on a dime. They hit the gunwale and skipped a full 30 yards in the air. And some of these boys were big boys you know? They hit the gunwale so hard they left spider cracks. It was just insane. This happened in a split second. I was the last one to go over because at least I was holding on to something. But I couldn't hold on forever. And I lost my grip and flew out of the boat and flipped three times in the air.

I hit the water and just covered my head and waited for the boat to land on top of me. The way I flew out and the way the boat was skidding I thought for sure that was gonna happen. But thankfully it didn't. So I pop up out of the surface and see the boat skidding another 50 yards. I immediately started screaming everybody's name to make sure they were OK. I'll never forget treading water in the dark, waiting for people to shout back.

Thank God everybody did. One guy was in a full suit—jacket, nice shoes, the whole thing. He swam to the boat immediately. The girl in the boat at the time was my girlfriend, and she was in a full panic. The guy that was closest to her, my buddy Chas, he swam over to her and found she was tangled in a rope that had come off the boat. He unwrapped her and swam her over to a piling that was nearby. So she was safe. I swam over to the boat and got in and I go around and start picking

people up. We get everybody in the boat, and somehow, against all conceivable odds, nobody's hurt. We started heading to the dock, and everybody's charged up. And I'll never forget Chas sitting in the front of the boat on the ride home screaming at the top of his lungs, "Chas one! God nothin'!"

It was just a wild, wild night. The next day I bought five new cellphones, a new one for everybody on the boat. That's the only thing we lost that day. But it could have been so much worse.

We found out later a plastic washer in the helm had cracked, and it allowed the power steering fluid to leak out, and that made the wheel not work correctly. And that one little thing almost killed all of us. Obviously it hadn't been fixed properly by the technician. You know, I would have sued the hell out of him, but nobody got hurt so I didn't think it was worth it. If everybody was safe, that was enough for me.  $\square$ 

Marc Mills, 44, is a businessman on Long Island. His name and some of the other details in this story have been changed.

#### Floating an Important Idea

The people on this particular boat were incredibly lucky. No one hit their head, or was otherwise incapacitated, so when they hit the water they all, for the most part, were ok. But it could have been much worse. And that's why wearing a PFD before disaster strikes is so important. As Marc Mills will tell you, bad things happen in the blink of an eye. So it's best to be prepared for them before they do. Putting on a PFD, no matter how ungainly, may just save your life. And that's a valuable lesson for any boater.

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